

ATLANTIC COAST LINE LOCATING ROUTE NORTH OF LAKE TO STUART

F. E. C. SCHEDULE IN EFFECT APRIL 1

Passenger Train Service
Then; Freight Receiv-
ed Earlier

WORK TRAINS HERE

Ties Laid Into Canal
Point This Week;
Driving Piles

Shipments of beans and other vegetables will be received by the Florida East Coast railroad at the "sand cut" three miles north of Canal Point in February but operation of regular trains on schedule will not start until April 1. Division Engineer Lucas said yesterday that April 1 was the date on which the railroad management wanted the line turned over for operation and that unless something untoward occurred the delivery would be made on that date.

Rails had been laid Tuesday night to L. L. Knight's store, one mile north of Canal Point and a construction train had come that far and deposited sand which laborers were tamping under the rails to raise the track. A pile driver, working in advance and placing the trestling, was south of the toll house and near the canal bridge Thursday, closely followed by the crew that is laying the ties.

The work train that brings ties and rails comes within sight of Canal Point.

Finishing touches are being made to the bridge over West Palm Beach canal at Canal Point. Railing has been placed around the machinery on top of the 65-foot tower and ties have been spiked into place on the floor of the bridge.

The passenger and freight station, less than a mile south of Canal Point, is practically complete and a pile driver is work-

ing north from that point to connect with trestles the section of the grade that was washed out by the October storm.

R. R. BRIDGE TENDER

B. R. Weatherington, formerly of Palatka, is the man who will operate the Florida East Coast railroad vertical lift bridge over West Palm Beach canal at Canal Point. He arrived yesterday. A house is to be built for his occupancy. There is only one other bridge of this type in operation on the F. E. C. railroad, the other being at West Palm Beach. The bridge of this type at Jacksonville is on a highway. Mr. Weatherington was a bridge tender at Palatka for the F. E. C. He had asked to be assigned to Canal Point.

BIG DREDGE COMES FIRST OF MONTH

Dam To Be Put At End
of Lock Before Caloosahatchee Passes

The dredge Caloosahatchee, now working in St. Lucie canal, will pass through the Canal Point spillway about the first of February, Assistant Engineer, Watts told Locktender Simmons Monday. The dredge will go to the bend in West Palm Beach canal, 19 miles east of Canal Point, to take out a rock hump that prevents a free flow of water to the ocean end outlet.

A dam will be built from the east end of the lock chamber to the north side of the canal bank and a basin made in which to hold the dredge after it passes through the spillway. This will be done to keep lake water from running into the canal for a day or two. Were the lake allowed to flow through the spillway the canal would be raised and overflow sugar cane and other crops.

While the movable dam at the spillway is raised it will be repaired, flashboards being placed in proper position. Mr. Watts and Mr. Simmons took the measurements Monday for the temporary dam at the end of the lock. Piles will be driven and sheet piling placed to hold back the water until the movable dam is restored and the dredge passed.

MOVEMENT OF BEANS TO START WITHIN 10 DAYS

Movement of beans from the Canal Point territory will start within the next ten days. W. F. Buchannon, whose field is near the cane testing station, will begin picking next week. Solick Brothers, whose land is about one mile north, will start picking at about the same time. The movement will not be well under way until toward the end of the month.

DUKE TUCKER TO BUILD GARAGE ON S. CANAL ST.

Duke Tucker has placed an order with Manager C. J. Wheeler of the Okeechobee Lumber Company for material for a garage to be built on the lot adjoining his restaurant and pool hall at the east end of South Canal street. The building will be 40x80, with a filling station in front, to use all of the 100-foot depth lot.

LAKESIDE INN OPENING

A new dining place, Lakeside Inn, located a quarter of a mile this side of the Okeechobee toll house, will be opened a week from next Saturday, on February 7. A dance will be given for which music will be furnished by a good orchestra, and there will be entertainers, brought out from West Palm Beach. Because there is likely to be a big crowd, persons who want to attend should make reservations at once.

CHIEF DRAINAGE ENGINEER MAKING TRIP IN DISTRICT

Fred C. Elliot of Tallahassee, chief drainage engineer of the Everglades drainage district, was in West Palm Beach this week. He is reported to be making an inspection of work in the district and it is expected that he will visit Canal Point before his return to Tallahassee.

VEGETABLE MARKET

JACKSONVILLE, Jan. 29.—Today's wholesale quotations for the larger terminal markets supplied by the Florida state marketing bureau, Federal bureau of agricultural economics co-operating are as follows: Beans, green, humpers, fancy, Chicago, \$4@4.25; New York, \$4.50@5; Washington, \$2.50 @4. Peppers, crates, fancy green; Chicago, \$6; Washington, \$4.50@5.

BADLY BURNED

The light plant engine back-firing set fire to the outfit's gasoline tank at the Canal Point Garage Wednesday evening. While W. R. Shackford, one of the proprietors, was assisting in extinguishing the fire he was burned about the arms and chest. After Dr. D. S. Spooner treated him he went to his home north of town and is confined to his bed.

BEANS DAMAGED BY RAIN STORM

25 Per Cent Loss More
Than Made Good By
Higher Prices

Snap beans on the east coast and beans and other crops in the interior of the state were seriously damaged by rain the latter part of last week. The rain storm was general, extending from Jacksonville to Miami and as far inland as Avon Park. Vegetable buyers who came out from the coast reported that beans were drowned out at Pompano. A potato field near Delray that was expected to make 10 cars, the largest acreage in the county, was hurt. The captain of the boat Indian River says men were worked Friday night to repair the north levee at Moore Haven. Tomatoes at Clewiston are reported to have been damaged. A 25 per cent damage was done to snap beans in the Canal Point-Pahokee district, this estimate including the injury to quality and the reduction in yield as well as the acreage loss. Few fields were wiped out entire but vines in many fields show the effect of water too close to the roots. As tomatoes stand more water than beans, practically no damage was done to tomatoes anywhere in the Canal Point-Pahokee district.

On the whole the loss on the eastern shore of the lake is more than made up by the higher prices certain to result from the flooding of bean fields in other districts.

32 PAGES THIS WEEK

This issue of The Everglades News consists of four sections and has 32 pages. Subscribers should see that they get the complete paper.

SURVEYING PARTY AT SICK ISLAND

Another Cross - State
Railroad Line Is
Projected

A SEABOARD RIVAL

May Use Old F. E. C.
Route Into West
Palm Beach

A crew of railroad surveyors were running lines this week at Sick Island, a point in Highlands county on state road No. 8 between Okeechobee and Lake Annie. The Everglades News is told that they are surveying a branch of the Atlantic Coast Line to an outlet on the east coast, likely Stuart and possibly West Palm.

The survey is being made on behalf of the Tampa Southern Railway Company, the story says. The Tampa Southern is operated by the Atlantic Coast Line.

In May of 1924 The Everglades News was informed that an extension of the Tampa Southern from Sarasota through Arcadia was projected, as an alternative to the extension of the Moore Haven & Clewiston road to a connection with the Florida East Coast railroad south end of Lake Okeechobee. In the same month the Avon Park Pilot reported that the Atlantic Coast Line management was meditating an east and west line north of Lake Okeechobee, competitive to the Seaboard Air Line, which this week opened a cross state service with West Palm Beach as the present eastern terminal.

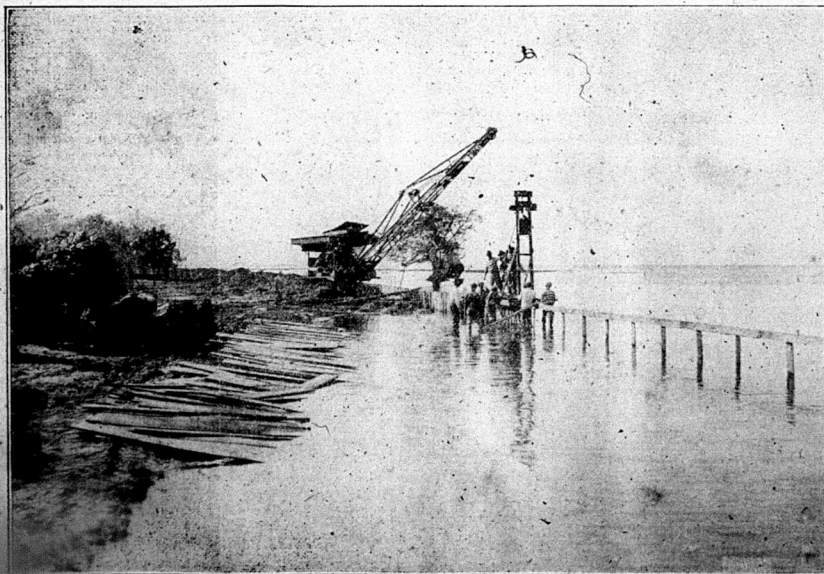
The Atlantic Coast Line and the Florida East Coast railroad are commonly understood to work in harmony. The Atlantic Coast Line and the Seaboard Air Line are competitors in the interior of the state and on the west coast. The Seaboard has now invaded Florida East Coast territory. As related in the version given in this newspaper, the Florida East Coast railroad is agreeable to the extension of the Atlantic Coast Line to a connection with its main line, in order that the two lines can continue to work in harmony in competition with the Seaboard.

The Tampa Southern, the A. C. L. subsidiary, extends from Tampa southward through Bradenton to Sarasota, a point on a direct east and west line with Stuart, where a harbor is projected. If the Tampa Southern can get into Stuart for a connection with the F. E. C., it may use a survey and right of way between Okeechobee and West Palm Beach obtained several years ago by the F. E. C. or it may utilize the Drake Lumber Company's logging road and join the F. E. C. at Kelsey City.

SANITARY ENGINEER STUDIES CONDITIONS

John A. Lynch, district sanitary officer of the state board of health, visited Canal Point this week, coming here at the direction of George W. Simons, the chief sanitary engineer, at the request of The Everglades News, which had asked that information be given the residents as to the type of toilets best suited to conditions here. Mr. Lynch visited the Canal Point high school and conferred with the principal, Thomas Asson, and with patrons of the school. He promised to make a report of the school's toilet conditions to the county board.

HOW ROAD AND DIKE ARE BEING MADE ON LAKE FRONT

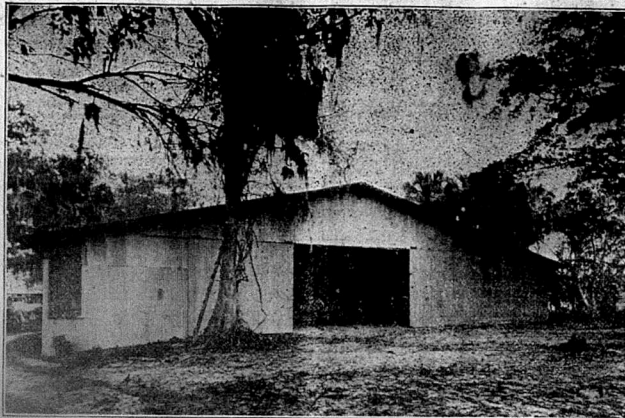


Okeechobee Lumber Co.

YARDS AT
OKEECHOBEE
AND
CANAL POINT

AMPLE
STORAGE
CAPACITY

Picture of one of our ware-
houses at Canal Point.



QUICK SERVICE
FROM
BOTH YARDS

BILLS FIGURED
AND
ESTIMATES
GIVEN

WE SOLICIT YOUR ORDERS

For ROUGH AND DRESSED LUMBER

Lime, Cement, Brick, Nails, Shingles, Roofing Papers, Cement Blocks

**Stop the
GAS TRUCK**

Anywhere on the route and

BUY

**STANDARD
GAS, OIL
and GREASES**

or leave orders at the High-
way Store or phone orders
Truck, deliveries can be
made anywhere that a Ford
there. With the Graham
can go.

**THE CANAL POINT M. E. CHURCH
WELCOMES ALL NEW-COMERS**

If you are looking for a church home we in-
vite you. The church that knows no North,
no South, no East, no West, but seeks to save
men and women everywhere.

WM. JESSE THOMAS, Pastor

COMMUNITY GOSSIP

"Well, the day opened real cheerful,"
the village barber said as he spread the
lather. "Cold winds from the north, or
the northwest made it look as if a cold
wave had visited the middle part of
the state and froze the other fellows'
bean crops so our would bring a bet-
ter price. But the day is turning out
bad—it's real warm and pleasant now."

"You know out west there used to be
towns—mining camps—built in can-
yons with single streets and with a
saloon at each end of the street. Each
saloon would have a sign with the
wording a little different on the sides.
One side would say 'Last Chance
Saloon' and the other side 'First Chance
Saloon.' Since it's 42 miles to West
Palm Beach and 35 miles to Okeechobee,
I'm thinking of having a sign
that'll say 'First Chance Barber Shop'
on one side and 'Last Chance Barber
Shop' on the other. What do you think
of it?" The man who was getting
shaved said he thought he'd use the
idea himself and have a sign with the
words, "Last Chance Newspaper Of-
fice."

The idea of putting a big sign on the
Florida East Coast railroad bridge on
the lake front cannot be carried out.
H. N. Rodenbaugh, general manager of
the railroad, has turned it down. In a
letter to Louis Goolsby, secretary of
the Canal Point Men's Club, he says,
replying to the secretary's letter on the
subject:

"I have considered very carefully
your request and regret to advise that
we cannot grant it. The placing of
this sign, in itself, probably does not
appear to you as something which the
railroad company would object to, but
if we permit a sign to be placed on this
bridge you of course realize that we
would have similar requests from other
localities and if they were not allowed
the same privilege we would be held
as discriminating in your favor."

Before the paper goes to press a re-
ply may be had to the letter that pro-
posed a celebration of the coming of
the railroad to East Beach but there is
none at this writing. The Florida East
Coast railroad is not promoting town-
sites and its management may not care
to take responsibility for any part of
a celebration, since, of course, the pur-
pose of the celebration is primarily to
give publicity to Canal Point. This
checks it to the owners of the town lots.
But the owners of the subdivisions are
not in any hurry to sell their lots, hence
they too may side-step the suggestion.

The chief topic of conversation the
first of the week, when these paragraphs
are being written, was the likely effect
of Friday's rain on bean and tomato
crops. West Palm Beach canal rose
from elevation 149 feet on Thursday,
January 22 to elevation 166 feet Mon-
day morning at 9 o'clock. On Sunday
water was running from the main canal
into the "state ditch" and canal No. 1
of the Pahokee district. Dr. W. H.
Lair, one of the Pahokee district super-
visors, took lumber and a crew out
Sunday morning to dam the ends of
the ditches. The force of the current
was such that it bent thick board. Less
than four inches of rain here raised
the canal a foot and a half. I do not
believe this could have happened if As-
sistant Engineer Scott had the right
system. I believe he should have the
weather bulletins delivered to his office
and when rain is threatened he should
prepare for it. I believe that more
water could have been let out through
the West Palm Beach spillway. If it
could not, the spillway is a rotten piece
of engineering.

DUCK HUNTING
IS GOOD ON
LAKE OKEECHOBEE.

**Light Plants
Water Plants
Engines and Pumps**

**REFRIGERATING MACHINERY
AND REFRIGERATORS**

For Home Use
For Grocers
For Hotels and Markets

PRODUCTS OF
**FAIRBANKS MORSE & CO.
KELVINATOR CORPORATION
BOHN REFRIGERATOR CO.**

Our Salesman is in your City every
week—Watch for him

Only the Best—Our Prices are Lower
EASY TERMS IF DESIRED

SIDES, DAVIS & CO.

312 South Poinsettia Street
Phone 1499
WEST PALM BEACH, FLORIDA

CARTER'S

BIG STORE

CANAL POINT, FLA.

Furniture, Hardware
Dry Goods, Clothing

"EVERYTHING FOR EVERYBODY AT RIGHT PRICES"

Truckers' Supplies

ALL SEEDS IN SEASON
FARMING IMPLEMENTS
SPRAYS AND INSECTICIDES

Fishhooks by the carload or anything down to
the smallest item

Fishermen's Supplies

This store is an admitted asset to the community because of the unusual service it renders to the buyers and sellers. "Carter's always has what's wanted."

Accurate information about the Country gladly given to prospective buyers and newcomers. The owner of this store is a landowner and a farmer as well as a merchant.

HIGHEST PRICES PAID FOR COONSKINS. CONSIGN US YOUR SKINS OR BRING THEM IN. WE BUY ALLIGATOR SKINS ALSO.

A Larger Stock than In Any Other Town on the Shore of Lake Okeechobee

STATUS OF WORK IN PAHOKEE DISTRICT

Clamshell Dredge Returns Monday To Clean Out Canals And Cut To Grade

Niel A. Campbell's clamshell will return to work in the Pahokee drainage district Monday. It will enter West Palm Beach canal from the lake, go down the canal about eight miles to the end of the district's main canal No. 2, and pass through Conners Highway to enter the district canal. Permit to open the bridge on the highway has been issued. The passage will be made at night.

A bend in canal No. 2 will be straightened and the dredge will then dig around the machine Catherine Gray which had dug canal No. 1 and was finishing No. 2. The clamshell will continue through canal No. 2, cleaning it out and cutting to grade, and then do the same kind of work in canal No. 1, finishing on the ridge at Pahokee.

The clamshell dredge did work for the Everglades drainage district during the time it was off of the Pahokee district work.

Contractor Tom M. Bryan's Backeye ditching machine is working in section 29 but the ground is so soft that progress is slow.

Because of freight congestion due to floods in Georgia, material for the Pahokee drainage district's pumping station is arriving piecemeal. The engine and part of the pump on the site but the arrival of sheet piling is awaited.

TOMATOES HURT ON EAST COAST

Fifty per cent of the tomato acreage around Homestead was drowned out by a 12-inch rain that fell from Wednesday to Saturday of last week, according to Robert E. Lee, a Homestead district grower who visited Canal Point Wednesday. He said he had lost a \$12,000 investment by the storm.

Two representatives of buyers and shippers at Fort Lauderdale were on East Beach this week to see when the bean movement would start here. They confirmed Mr. Lee's statement that practically all of the crops between Deerfield and Fort Lauderdale were wiped out.

Arthur Fitzhugh, who operates a bus line out of West Palm Beach, says that vegetable farms on Military Trail were under water this week.

Market reports from all northern points show that bean prices are advancing, the advance being due in part to the railroad situation and in part to the reduced crop. Only a few trains are running between the Florida line and the north.

ESTIMATING CROPS

H. A. Marks of the bureau of crop estimates, with headquarters at Gainesville, stopped in Canal Point yesterday to get information of the acreage of beans, tomatoes and other truck crops.

Stop Night Coughing This Simple Way

People who have persistent, annoying coughing spells at night, and who through loss of valuable sleep are weakening their systems and laying themselves open to dangerous infections, can stop their distressing trouble promptly by a very simple treatment. Hundreds who have hardly been able to rest at all for coughing, have gotten their full night's sleep the very first time they tried it.

The treatment is based on a remarkable prescription known as Dr. King's New Discovery for Coughs. You simply take a teaspoonful at night before retiring and hold it in your throat for 30 seconds before swallowing it, without following with water. The prescription has a double action. It not only soothes and heals soreness and irritation, but it quickly loosens and removes the phlegm and congestion which are the direct cause of the coughing. The result is that you usually sleep as soundly as a babe the very first night, and the entire cough condition goes in a very short time.

The prescription is highly recommended for consumption, hoarseness and bronchitis, and is wonderful for children's coughs and spasmodic cough—no harmful drugs, economical, too, as the dose is only one teaspoonful. It is on sale at all good druggists. Ask for

DR. KING'S NEW DISCOVERY FOR COUGHS

PAHOKEE

The many friends of Mrs. Noble Padgett are glad to see her home again.

Little Manford Garriss is recovering from a severe attack of pneumonia.

Mr. and Mrs. R. L. Kilpatrick, and little son and Mrs. McCormick of Monticello, Fla., spent the week end with relatives, Mr. and Mrs. E. G. Kilpatrick.

Dr. James Colson, senator from Alachua county, passed through Pahokee Saturday, stopping a few hours with Mr. and Mrs. Ira York. He was surprised to see such wonderful soil. He said that he would return for a few days during the harvest season.

Mr. and Mrs. A. R. Rice expect Mr. and Mrs. Van Matten of West Palm Beach to be their guests Sunday.

Miss Hazel Boyd is working in the post office this week.

Mr. and Mrs. J. W. Davis have the heartfelt sympathy of their many friends for the loss of their darling baby.

Misses Osborn and Humphrey returned Monday from a visit in West Palm Beach.

W. G. Thornton came out from West Palm Beach Saturday and returned Sunday afternoon.

Miss Mabel Ingraham and Miss Faybelle Lawrence were week end visitors of Mr. and Mrs. Hudson.

Mrs. Bill Stuckey and children are spending a few days with Mrs. Padgett.

Mrs. Hudson was a guest of Mrs. Hughes Monday.

Mr. and Mrs. Ford Cochran of Homestead spent Sunday with his parents, Mr. and Mrs. J. E. Cochran.

We are glad to note that members of our city orchestra are progressing nicely with their practice.

Miss Hilda Lee was the guest of Misses Moore and Swicord Sunday.

Mr. Claude McLarty has the farming fever. Oh, if it does not rain.

If you don't believe the farming fever of the muck is not contagious just stand on the streets of Pahokee early in the morning. You'll be yelling "Tomato plants, bean seed!"

Mr. and Mrs. T. W. Cranford motored to West Palm Beach Wednesday.

The intermediate B. Y. P. U. will meet at 6:30 instead of 2:30 every Sunday.

We are glad to note that the farms on East Beach have not been harmed, so far, from the rains that have fallen on the east coast.

For guaranteed cement and roofing paint see Ira York & Co.

M. E. CHURCH

Sunday school, 9:45 a. m.
Sermon, 11 a. m. and 7:15 p. m.
Prayer meeting Wednesday 5:15.

BAPTIST CHURCH

Sunday school, 9:45 a. m.
Preaching 11 a. m. and 7:15 p. m.
Intermediate B. Y. P. U., 2:30 p. m.
Choir practice, 3:30 p. m.

J. R. POLAND
REAL ESTATE
—INSURANCE—
NOTARY PUBLIC
PAHOKEE, FLORIDA

OPENING OF THE LAKE SIDE INN

Saturday Evening, Feb. 7th

—DANCING—GOOD ORCHESTRA—
ENTERTAINERS

On Conners Highway, quarter-mile south of Okeechobee City Toll Gate
Make reservations with Mr. Reed or phone Okeechobee toll gate
Tickets, \$3 per Couple

LARGE SALES OF GAS AT PAHOKEE

Tractors' Consumption Proves Much Land Is Being Plowed

Three trips to Moore Haven were made this week by the boat Indian River to bring gasoline to Shackford & Baker, proprietors of the Canal Point Garage, local distributors for the Gulf Refining Company. Heretofore the boat has made one trip a week. Seventy-five drums of gas were brought on the return voyage Monday and on that day the garage sold 50 drums, which necessitated another trip immediately. Most of the gasoline is going to Pahokee, Charles R. Baker said. The gas is consumed chiefly in tractors that are used to pull plows that are breaking land for spring crops.

The Standard Oil Company is also making heavy sales in the Canal Point-Pahokee district through the Highway Store, local agents, which operates two filling stations and a delivery wagon. Jack Barrett has installed a filling station at the Thomas store and is using Standard gas. Duke Tucker will operate a filling station at the garage he will build on North Canal street.

The Texas Oil Company is also represented in the Lake Okeechobee country, with a main station at Clewiston and a local station at Okeechobee.

Boats on the canal and lake and pumps and dredges are heavy consumers of gas, and the total consumption probably gives the upper Everglades a higher per capita consumption than any other region.

The heavy consumption of gas at Pahokee indicates that more farm work is under way now than in many years.

REDUCED PRICES

The best opportunity that you have had to buy your boy a nice suit.

Sizes from 5 years to 16 years.

Also
BOYS HATS—CAPS
Selling at Cost

IRA YORK & CO.

PAHOKEE

Could Better Fertilizer Be Made We Would Make It.

Get January price list Mixed Fertilizers—SIMON PURE and GEM BRANDS—now ready. QUALITY first. Fair Prices—Prompt shipment. Not the Cheapest but the BEST for results. Also Insecticides, Sprayers, Dusters and Dusts.

E. O. PAINTER FERTILIZER CO., JACKSONVILLE, FLA.

WHEN BETTER PAINT IS MADE WE WILL SELL IT.

W. E. FROST HDW. & PAINT CO.

514 Clematis Ave West Palm Beach, Fla.

Telephone 1236 Wholesale and Retail

THE

CASH STORE

PAHOKEE, FLORIDA

GASOLINE, KEROSENE,
CRATE MATERIAL AND FEED

A. KALTENBRUNER
PROPRIETOR

AN EAST BEACH INSTITUTION

BANK OF PAHOKEE

DEPOSITS INSURED

Pahokee, Palm Beach County, Florida

LIBERAL AND PROGRESSIVE
SAFE AND CONSERVATIVE
EVERY POSSIBLE ACCOMMODATION
EXTENDED TO HOME FOLKS

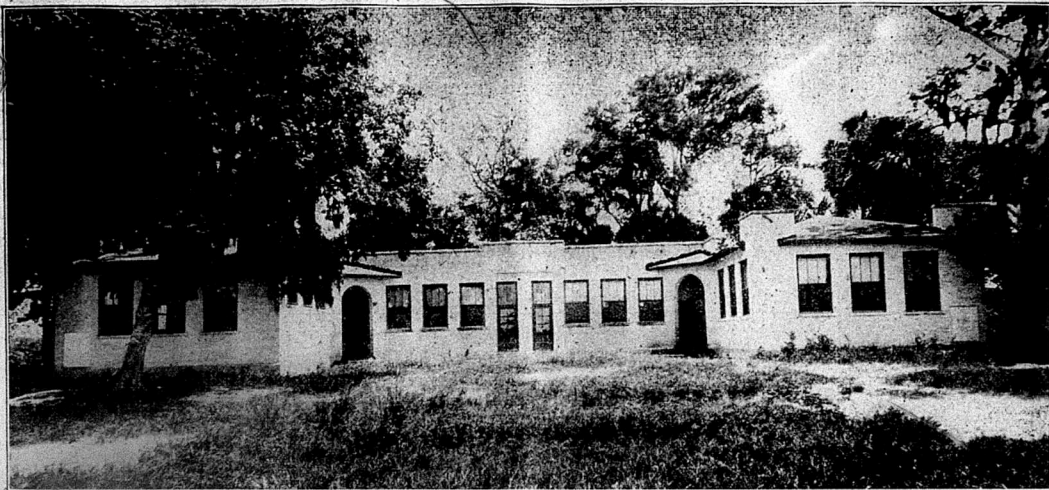
Four per cent paid on Time Deposits.
The accounts of non-resident land owners of land in the Everglades will receive careful attention.

FOR SALE

FORD WORM-DRIVE TRUCK
FORD TOURING CAR
FORD COUPE

B. Elliott's
Garage
PAHOKEE

HIGH SCHOOL AND AGRICULTURAL VOCATIONAL SCHOOL AT CANAL POINT



CANAL POINT

Miss Fred Geiger and Mrs. Charles Tedder and baby returned Tuesday from West Palm Beach. Mrs. Tedder had gone in to the county seat last week and when the baby got sick Miss Geiger went in Thursday to help nurse it.

Mr. and Mrs. D. Watts came out from West Palm Beach the first of the week and are visiting their nephew and niece, Mr. and Mrs. James Conners. Now that the bean shipping season is near at hand, J. W. Weeks of Delray is spending most of his time here. He is looking after the W. E. Lee & Company business.

There is a shortage of laborers in the Canal Point territory. Three dollars a day is paid colored laborers, with a half dollar extra sometimes.

When G. A. Wheeler came out from West Palm Beach Tuesday he was accompanied by Byron C. Houck of Williamsport, Pa., who then got his first view of Lake Okeechobee and the upper Everglades. Two or three Williamsport people have bought property on East Beach on Mr. Wheeler's recommendation.

A. C. Corderman of Hagerstown, Md. and his son were visitors to the sugar mill and Canal Point this week. The elder Mr. Corderman is a stockholder in the sugar company and his son owns a tract of land east of Pahokee. The young Mr. Corderman is a son-in-law of S. W. Bollinger and shares Mr. Bollinger's belief that custard apple land on the eastern side of the lake is worth a thousand dollars an acre.

A party of Fort Lauderdale men, most of them former residents of Anderson, S. C., hunted ducks on Bason Point recently. In the party were Alfred Farmer, Joel Keyes and Tom Anderson and H. C. Quinn, the latter being the bridge contractor.

J. W. Ives of Little Kraemer Island stopped in Canal Point over night Saturday.

Dwight Upthegrove was out from West Palm Beach Sunday to see his folks. He says he is learning the real estate business.

C. P. Sheffield visited Hialeah the latter part of the week and spent Sunday with his family.

Mrs. D. O. Lowe spent a few days last week in Delray. She went to see a physician.

Miss Ruby Lowe had as her guest last Monday Mrs. Ralph O'Neal of Pahokee and a nice handsome young man of West Palm Beach.

Dr. D. S. Spooner made a call at

the home of Ruby Lowe Friday night. Arnold Lowe is now employed at the Canal Point Garage with Charles R. Baker.

C. P. H. S. NEWS

Editor—Sadie Cochran.

Henry and Devane Larrimore have quit school we sure do miss them.

Paul Shive was absent Thursday. County Superintendent Youngblood was a visitor Wednesday of last week.

S. E. Gamage played mechanic Monday instead of attending school.

The pupils in the grammar grades will have two days vacation next week, on Thursday and Friday, as the teachers have to take examinations in West Palm Beach.

Lillian Shive, president of the Athletic Association, was absent Tuesday. The senior class was organized Thursday with the following officers: President and treasurer, Sadie Cochran, vice-president, Lillian Shive. The class colors, flowers and motto have not been selected yet.

Lolo Elliott has joined the Caesar class. We surely are glad to have her. As Paul says, "Now I won't have so much translations and so many old constructions to do in class."

JOKES

Judge—Have you read the Constitution?

Pat—No, your honor. Judge—Have you read the Declaration of Independence?

Pat—No, your honor. Judge, (impatiently)—Well what in H— have you read then?

Pat—I have read hair, your honor. Mike—Did you ever speak before a large audience, Pat?

Pat—Fairly large, I did. Mike—And what did you say?

Pat—Not guilty!

CANAL POINT M. E. CHURCH SERVICES

Sunday school, 40 a. m. Mid-week services in charge of the Epworth League, Wednesday evenings, 7 o'clock.

The pastor and his wife will leave Friday morning for Immokalee.

Reception of Members

On Sunday evening, January 25, we received into the fellowship of the church twelve members, some as associate members and some as preparatory members. The names follow: Thomas

Lowe, Mrs. Martha Lowe, Miss Ruby Conway, A. E. Sasser, Mrs. A. E. Sasser, Miss Ruby Lowe, Frank Lowe, Mrs. Helen R. Thomas, C. W. Silvers, G. W. Snyder, O. P. Griffin, E. A. Clugston.

We have the names of about twenty-five other persons who have expressed a desire to become members. We will be glad to welcome them into the church at their earliest convenience.

Epworth League

Members of the Epworth League held a meeting Sunday evening and agreed to take charge of the mid-week services.

Christmas Fund

We have received up to date \$43.42 of the \$63.15 which was spent for the

Christmas tree. Any help on this will be greatly appreciated. The balance is \$19.73, which Mr. Sharp, our faithful editor, offers to pay, but we will not impose upon good nature. Mr. Sharp gave \$10 in December. The money received from the Thanksgiving dinner given at Brigham's Restaurant, (\$18.91) will have to be applied on this deficit

unless the funds can be raised some other way. We need this money to use in making the church building more comfortable.

WM. JESSE THOMAS, Pastor.

WEATHER FORECAST
Florida: Fair Friday and Saturday; moderate northwest winds.

SERVICE

at

THE HIGHWAY STORE

Anybody can buy goods from the wholesale houses but not everybody is qualified to give dependable service. We hope that we give this kind of service—we certainly try, and a disposition to give service is the basis of ability to do it.

You know our line—Groceries, Meats, Drugs and Toilet Articles, Household Hardware, Dry Goods and Shoes.

In addition are unclassified items of various sorts.

Remember, a cold spell is liable to come on any time. Better buy extra blankets and an oil heater and be prepared.

HIGHWAY STORES, Inc.

R. M. Baker, Manager

Canal Point, Fla.

ALWAYS MOVING WITH
THE PROCESSION

This store's stock of General Merchandise is steadily being built up to keep pace with the development of East Beach.

This season we are handling Crate Material. Large purchases were made early in the season. The result was that we got low prices. This saving will be split with our customers.

You haven't seen all of Canal Point if you haven't seen this store's stock of goods. The location doesn't seem out of the way to people who are in the habit of coming here.

GRIFFIN & DAVIS
GENERAL MERCHANDISE

Duke's Place---Quick Lunch

"Patronizing us is like loving an Old Maid; it can't be overdone."

CANAL POINT
HEADQUARTERS OF THE CAR SERVICE

GLADES HOTEL

Canal Point, Fla.

The Original Hotel on East Beach

Tourists and Commercial
Men Accommodated
Rates made by Week and Month

FINE AREA SERVED BY SEABOARD A.L. OPENED SUNDAY

Guests and First Train
Royally Received By
Great Throings

BUILT IN 7 MONTHS

Gov. Martin Congratu-
lates Warfield, Pres-
ident of Road

A new Florida section of the Seaboard Air Line railroad, 277 miles long, built in seven months at a cost of seven million dollars, was opened to service Sunday when the company's president, S. Davies Warfield, reached West Palm Beach in the "Orange Blossom Special," one of the crack trains of the new service across the lower end of the Florida peninsula. Five hundred guests, financiers, bankers, newspaper men and state officials, were borne from Jacksonville through the state to Coleman, starting point of the new line, through "the ridge country" to Sebring where Governor John W. Martin joined in a huge celebration, and was received in West Palm Beach with great rejoicing.

Opening of the Seaboard Air Line and state road No. 8 on the north line of the Everglades drainage district, accomplished on short notice and with remarkable speed, has plunged that region into a great boom.

The road, originally known as the Florida Western & Northern, runs through the region of largest citrus production in the world and in Palm Beach county gives transportation to an area superlatively good for citrus and other fruit grove trees, trucking

and general farming. The Florida East Coast railroad, building on the eastern shore of Lake Okeechobee, bounds on the west an area in which there will be immense development in the next year or two.

NEWSPAPER MEN

W. H. Hassing, publisher of the Carlton County Vidette, at Carlton, Minn., and D. C. Anderson of West Palm Beach visited Canal Point Wednesday and called at the office of The Everglades News. Mr. Anderson, formerly of Carlton, Minn., sold the Carlton newspaper to Mr. Hassing, and now Mr. Hassing plans to sell the paper and follow Mr. Anderson's example and come to Florida.

20,000-ACRE SALE

AT HALF MILLION

Burguières & Chipley Handle
Big Deal With Maryland
Syndicate

Sale of 20,000 acres just east of Okeechobee City for more than a half million dollars to Maryland capitalists is announced by the firm of Burguières & Chipley, which made the sale in connection with Roy M. Price of West Palm Beach. The property lies in a solid block and embraces area between the east line of Okeechobee City township and the northwest boundary line of Palm Beach county. The purchaser, headed by W. L. Gibson of Crisfield, Maryland.

The new sawmill of 50,000 feet capacity being constructed by the St. Andrews Bay Lumber Company, of which Minor C. Keith of the United Fruit company is president, is located at the southwest corner of the property and has the contract for cutting the timber on the land.

The new Florida Northern and Western branch of the Seaboard railroad passes through the southwestern part of the property and the cross-state road from Fort Pierce to Okeechobee crosses the northern part of the land.

You will find something interesting in the advertisements on every page—read them.

GOVERNOR ORDERS PHILLIPS TO GET ON ROAD 8 JOB

Department Chairman
Goes Through Here
On His Way

HARD SURFACE ALL

Action Taken After A
Conference With
W. J. Conners

State road No. 8, with which Conners Highway connects at Okeechobee and by means of which residents of the eastern shore of Lake Okeechobee get quickly as it is physically possible, Judge H. B. Phillips, chairman of the state highway department, told The Everglades News Monday. With J. J. Meegan, secretary to W. J. Conners, Judge Phillips was then on his way to Okeechobee, thence to go over the section of state road No. 8 between that city and Lake Annie in Highlands county.

After a conference at West Palm Beach with W. J. Conners, Governor John W. Martin had sent Chairman Phillips on the mission with definite orders to "Start work at once on state road No. 8 and don't stop until it is finished," according to a story in the Palm Beach Post of Tuesday. Members of the state highway department hold their offices by virtue of appointment by the governor. Governor Martin had already taken the state highway department to task because work on roads in other parts of the state has gone slowly.

Judge Phillips had ridden the Seaboard train, the Orange Blossom Special, south from Jack-

sonville, leaving it up the line and going to Lake Annie, where he saw that end of the road. On Monday he was on his way to see the other end.

Equipment and material are at hand and nothing will be permitted to interfere with the progress of work and the road's early completion, Judge Phillips said in Canal Point Monday. The road is now graded and in use but portions of it are yet to be hardsurfaced.

DISTRICT OFFICERS

Colonel Paul Brown of St. Louis has been elected chairman of the board of supervisors of the Sugarland drainage district; J. W. Meyer, treasurer, and Captain F. Dean Duff, secretary. The land in the district is owned by Colonel Brown and other associates of Isaac T. Cook of St. Louis. The owners of the land are on a deal to buy the Clewiston townsite.

COLD STORAGE PLANT

The Harney-Judy Fruit Company will put in a cold storage plant at West Palm Beach. G. W. Judy, vice president, and H. S. Fairchild, secretary of the company, were in West Palm Beach this week to get the project under way. The Harney-Judy Company has a celery development in Highlands county.

GLADES WEATHER

Canal Point
Temperature, rainfall and sunshine at Canal Point, Florida, for week ending January 25, 1925.

Date	High	Low	Rain
19	82	56	0.00
20	73	55	0.00
21	80	58	0.00
22	80	60	0.00
23	69	59	0.00
24	63	60	2.14
25	72	59	1.61
Average	74	58	3.75

Sunshine: 34 hours, 30 minutes.
Total rain since January 1, 4.33 inches.
Gauge above lock, 19.1 feet; gauge below lock, 16.3 feet. Read 6 a. m. Jan. 25, 1925.

SETTLE QUESTION OF ROAD DRAINAGE

Sugar Company Wins Fight For
Adequate Openings In Tamiami Trail

MIAMI, Jan. 26.—All disputes between the county commissioners of Dade county and the Pennsylvania Sugar Company which have held up the sale of the public improvement bond issue of \$170,000 voted last August, were wiped out at a public conference held at the courthouse Thursday. This meeting followed previous negotiations.

When the county commissioners sought to validate the bond issue several months ago, George H. Earle, jr., of Philadelphia, president of the Pennsylvania Sugar Company, intervened as a taxpayer, setting forth that the bonds were defective through insufficient advertising of the election and other technical reasons.

Mr. Earle's objection to the bond issue, as generally understood, was that his company opposed further improvement of the Tamiami trail without an adequate system of drainage. Within the last few weeks members of the county board have promised to furnish this drainage, and since that date it is said an accord has been gradually approaching.

THE

F. E. C. RAILROAD IS SURVEYED through the Okeelanta territory.

This will cause a shifting of values and give new value to certain tracts without affecting the value of others. I know the quality and characteristics of all tracts in this locality and can advise both sellers and purchasers.

If you have anything to sell, list it with me.

If you want to buy, tell me about it.

SAM R. COPPER
OKEELANTA, FLA.

BELIEVERS IN
THE
EVERGLADES
EVER ALERT
FOR
PROGRESS
A GLAD HAND
TO ALL
NEW-COMERS



Canal Point Garage

W. R. SHACKFORD and CHARLES R. BAKER Proprietors

General Repair Work In a Well-Equipped Machine Shop --- Acetylene Welding

WE SELL FORD CARS AND FORDSON TRACTORS—GENUINE FORD PARTS USED

HOOD AND KELLY-SPRINGFIELD TIRES

Wholesale and Retail Gulf Refining Co. Products --- Filling Station Service

LOCKTENDERS' WEEKLY REPORT OF LAKE AND CANAL LEVELS

		LAKE GROUP					COASTAL GROUP					CALOOSA GROUP				
		Caloosahatche No. 1	North New River No. 1	Hillboro No. 1	Palm Beach No. 1	St. Lucie No. 1	St. Lucie No. 2	Hillboro No. 2	North New River No. 2	South New River No. 2	Miami No. 2	Caloosahatche No. 3	Caloosahatche No. 4	Caloosahatche No. 5	Caloosahatche No. 6	Caloosahatche No. 7
Sunday	UPPER POOL	19.2	19.0	19.1	19.2	19.0	18.95	12.0	4.6	4.0	2.0	2.7	1.4	11.4	5.8	
January 11	LOWER POOL	15.1	18.1	16.6	15.8	15.4	18.95	2.0	0.2	4.0	1.8	2.7	1.4	11.4	5.8	
Monday	UPPER POOL	19.2	19.1	19.1	19.3	19.1	18.95	12.0	4.5	4.0	1.9	2.6	1.4	11.5	5.7	
January 12	LOWER POOL	15.1	18.1	16.5	15.7	15.3	18.95	2.0	0.4	4.0	1.75	2.6	1.4	11.5	5.7	
Tuesday	UPPER POOL	19.3	19.2	19.3	19.2	19.1	19.0	12.0	4.4	4.0	1.9	2.6	1.4	11.5	5.7	
January 13	LOWER POOL	15.2	18.1	16.5	15.7	15.3	19.0	2.5	0.3	4.0	1.7	2.6	1.4	11.5	5.7	
Wednesday	UPPER POOL	19.7	19.2	19.8	19.7	19.3	18.85	12.0	4.3	4.0	1.85	2.6	1.4	11.5	5.6	
January 14	LOWER POOL	15.4	18.1	16.5	15.6	15.8	18.85	2.8	0.3	4.0	1.6	2.6	1.4	11.5	5.6	
Thursday	UPPER POOL	19.5	19.1	19.2	19.3	19.0	18.85	12.0	4.3	4.0	1.9	2.7	1.5	11.5	5.8	
January 15	LOWER POOL	15.1	18.1	16.5	15.6	15.3	18.85	2.5	0.3	4.0	1.8	2.7	1.5	11.5	5.8	
Friday	UPPER POOL	19.3	19.1	19.2	19.2	19.0	18.85	12.0	4.2	4.0	2.2	2.7	1.4	11.5	5.8	
January 16	LOWER POOL	15.1	18.1	16.4	15.5	15.2	18.85	2.0	0.4	4.0	2.0	2.7	1.4	11.5	5.8	
Saturday	UPPER POOL	19.3	19.1	19.0	19.2	19.0	18.90	12.0	4.2	4.0	2.1	2.7	1.5	11.5	5.8	
January 17	LOWER POOL	15.1	18.1	16.4	15.5	15.2	18.90	2.0	0.4	4.0	1.8	2.7	1.5	11.5	5.8	

Farm Talk

Canned tomatoes are scarcer than they have been for many years. This is expected to have an effect on the price of Everglades green tomatoes. News was printed in this column a few weeks ago that three canneries were to operate in South Dade county this winter; the shortage of canned tomatoes explains the unusual activity there. It has been talked on East Beach for some time that the northern crop of canning tomatoes was short but I did not attach any importance to the talk until the other day. Coming out of Moore Haven with W. B. Young and a traveling freight agent for the Atlantic Coast Line last week, the freight man

told Mr. Young and me something that bears on this subject. This was that the manager of the Polk Company of Haines City, canners of grapefruit in Polk county, had sent word to Glades county tomato growers that he wanted all of the "ripes," "crooks," and "runs" that were to be had. This seems to establish it pretty well that there is a great shortage of canning tomatoes. R. M. Baker, manager of the Highway Store at Canal Point, confirms the report of a limited supply of canned tomatoes; he says it is hard to get them from the wholesale buyers.

Potato Varieties

The A. C. L. commercial agent told me something else that is interesting and sounds important. He says that the first new potatoes that go onto the New York market in the winter are shipped from Bermuda; these are the Red Bliss variety, and by the time potatoes get to New York from the Everglades, the New York consumers are

pretty well fed up on the red variety. According to this, New York is not a good market for our Red Bliss potatoes. Does this agree with the experience of Everglades growers? The Spaulding Rose potatoes that Hastings ships are more acceptable to New York consumers after the Bermuda Red Bliss run out, he says. The reason western markets take the Red Bliss so well is that these potatoes are new to them, the Atlantic seaboard markets having taken all of Bermuda's shipments.

J. R. Ford says that the price of old potatoes has a good deal to do with the price new potatoes bring, for if old potatoes are low in price they will be bought whereas if old potatoes are high, consumers figure they might as well pay a little more and get new potatoes, which of course are more tasty. This theory will apply to tomatoes; if canned tomatoes are high priced, consumers are likely to pay a little more and get fresh stock instead of canned.

Potato Acreage Small

The acreage of potatoes will be smaller in the Glades this year than for many years. It is impossible to get definite figures because seed comes in from so many sources, but anybody can see that there will not be a large acreage. There is very little farming at Geerworth or Community Tracts; only a small fraction of the W. J. Conners land is being farmed, and "There is no money this year," as Glades county people say of the Fort Myers man who furnished seed for hundreds of acres last year. If something happens to the Hastings crop, new potatoes will command as high prices as tomatoes promise to. Small patches of potatoes are still being planted on East Beach.

Homesites on the Muck

Mrs. Stuart, the wife of the cashier of the Bank of Clewiston, is a lady of fine judgment and good taste. "I want a piece of the muck land to make a home on—I'm so tired of this sand," she said. "The sand gets in one's shoes—it gets into everything. I want some of the muck land where I can grow roses and other flowers." There! That's the argument that this newspaper has made. There will be a time—mark it—when the muck will be esteemed at its worth as a site for homes and preferred above the sand. "The ridge" is not going to have the monopoly forever.

The Bamboo Idea

I'm not crazy after all! W. F. Buchanan agrees with me that growing bamboo is a practical proposition. He gave me the other day a copy of the "Tropical Planting Book" issued by the Royal Palm Nurseries and pointed out the pages devoted to bamboos and grasses, wherein is listed a large number of varieties of bamboo, one of them the *Phyllostachy quilo* or timber bamboo of China. The name of this variety, according to the catalogue, attain a diameter of 4 inches and a height of 70 feet and upward. Why, with these I could build a skyscraper house! The smaller canes, the book says, are especially prized for fishing poles, because of their strength and straightness. Mr. Buchanan and his neighbor, J. H. Snyder, planted some bamboo on their places north of Canal Point (I don't know of what variety) but, Mr. Buchanan says, they were set in the sand and therefore didn't do very well. He thinks they will do better in the muck again for the muck. A man—or a woman—would not have to be very clever or skilled to make a good living from the sale of novelties made of home-grown bamboo and then lacquered. A workshop made of bamboo and palm fronds and decorated with vines on trellises could stop every motorist on Conners Highway and lead to a sale of something.

8 PER CENT FIRST MORTGAGES

* If you want to buy a guaranteed first mortgage—see us.
* If you want to borrow money on improved property in Palm Beach or West Palm Beach—see us.

M'GINLEY REALTY CO.

Bonds and Mortgages

* Realty Building, Opposite City Hall. Phone 274 *

GEORGE FRYHOFFER

LAND AUCTIONEER

524 First National Bank Bldg. Chicago, Ill.
Sales Manager
NORTHWOOD
Springtime's Winter Quarters, West Palm Beach, Florida

Farm and Grove Lands

The Palm Beaches are developing at such a rapid rate that it is only a matter of a very few years until all desirable lands within a radius of twenty miles will be needed for subdivision purposes.

LOXAHATCHEE is only thirteen miles in a straight line from Poinsettia Street and is located on the main Cross State-Conners Highway.

We are selling, now, thoroughly drained lands on good rock roads with terms which are within the reach of all. We are confident that these lands will more than double in value in a very short time.

PRICES ON REQUEST

Twenty and Forty Acre Tracts
Special Terms to Settlers

PALM BEACH LOXAHATCHEE CO.

Room No. 6, Datura Arcade Phone 1344
WEST PALM BEACH, FLORIDA

In Okeechobee Highlands For Sale 20,000 Acres

In large and small tracts—also residential and business lots in the new town of HARDING.

Five miles frontage on both sides of State Road No. 8 at west end of Harding Memorial Bridge on Kissimmee river.

For information, address

G. R. Millard

Care Hialeah Realty Co.
HIALEAH, FLA.

Bean Pickers Tickets

Printed at

News Printing Office

BIGGEST BARGAINS

On Eastern Shore of Lake Okeechobee

14 ACRES OF CLEARED
CUSTARD APPLE LAND

and 300 feet of lake shore lots, a total of 16 acres for
\$13,000

This property is located three-quarters of a mile north of Canal Point. Terms can be arranged on the purchase price.

18 Acres of Cleared

CUSTARD APPLE LAND

located south of Pahokee and 455 feet of lake shore
Lots for
\$16,500

Neither of these properties can be bought for this price 90 days from now, in our judgment. Both are under the market. Price other stuff on East Beach and you will learn how much of a bargain both properties are. When Tomatoes are being marketed, some of the residents are sure to have money enough to take up these snaps if an outsider doesn't get it first.

EAST BEACH LAND CO.

CANAL POINT, FLA.

THREE HOUSES FOR TOMATO PACKING

W. E. Lee & Co. Will Also Operate A House At Okeechobee City

W. E. Lee & Company will operate three packing houses on East Beach and one in Okeechobee City during the tomato shipping season, J. W. Weeks, local manager, said today. Houses will be built on the siding at the "sand cut" three miles north of Canal Point and at the freight station a mile south of Canal Point and in addition the "red top" house will be operated. The Okeechobee City packing house will be a rented building.

Although it is desired to operate the red top house, the stage of water at that point may prevent.

Information is not given on the point but it is understood that the packing house to be located at the railroad station south of Canal Point will be a building moved from Pahokee. Tomatoes for the packing house at the railroad station will be received from boats as well as from the highway.

W. E. Lee & Company, who are to operate the houses here named, ran the red top house last season. The head of the firm is a Plant City banker.

It is expected that L. L. Davis will operate at least one packing house at

Pahokee and that other persons will have packing houses further down the ridge.

BANK MEETING

The stockholders of the Bank of Pahokee held their annual meeting Thursday afternoon in the office of the bank. About three-fourths of the stock was present. Mr. Anderson of the Bankers Trust Co. Atlanta, Ga., was the representative for the Witham system. He complimented the officers for the splendid showing made during the year.

The cashier's report showed that the liabilities were about doubled since last meeting.

The directors elected were: Homer Vivian, W. H. Lair, D. S. Spooner, R. W. Windham, and E. G. Kilpatrick, jr. Officers elected were: Homer Vivian, president, W. H. Lair, vice president, and E. G. Kilpatrick, jr., cashier.

GENERAL MANAGER INSPECTS

R. Y. Patterson of Okeechobee, general manager of Connors Highway, made an inspection of the road yesterday from 20-mile bend to Okeechobee. Some of the maintenance men were laid off recently and Mr. Patterson was observing how the road was holding up under all of the different conditions.

EAT

AT

Brigham's Cafe

CANAL POINT, FLORIDA

The Old Reliable
Dr. BELL'S
PINE-TAR HONEY
FOR COUGHS



Quick and Sure

FOR quick, sure cough relief there is nothing like the pine-tar and honey, which our parents and grandparents relied on. But be sure you get the genuine Dr. Bell's Pine-Tar Honey, the original compound which has been used in thousands of families for years. It has had many imitations, but still remains the best. Often stops a bad cough in 24 hours. Perfectly safe for children as well as grown-ups. Insist on Dr. Bell's and no other. Only 30c at any good druggist's.

Bean Pickers Tickets

Printed at

News Printing Office

WANT ADS

EGGS FOR SALE.—Thoroughbred White Wyandotte eggs for setting; \$2 a setting.—Mrs. R. Boe, Pahokee.

Read all the advertisements in this issue of The Everglades News.

HUDSON COACH
\$1595 DELIVERED

ESSEX COACH
\$1095 DELIVERED



Ired K. Aides
HUDSON AND ESSEX MOTOR CARS

*"Where The Highways Meet."
Dixie and Okeechobee
West Palm Beach, Florida*

CLOSED CAR COMFORT AT OPEN CAR PRICES

Balloon Tire Equipment

HUDSON
5 PASSENGER SEDAN
\$2050 DELIVERED

HUDSON
7 PASSENGER SEDAN
\$2150 DELIVERED

HOW \$1000 AN ACRE IS MADE ON BEANS IN UPPER GLADES

Lower Production Cost
Because No Expense
For Fertilizer

FROST PROTECTION

Enables Truckers On
Lake Shore To Meet
Competition

There is no country in the world in which agricultural enterprises are undertaken with as little risk and as much money made in as short a time as that part of the Florida Everglades which borders the shores of Lake Okechobee.

The reader who has interest enough in the subject to follow this article to its conclusion will find in it the proof of the above statement, extraordinary though the statement may seem.

The small risk that attends farming operations is due in the first place to the circumstance that this region is not only in the south but is far to the south—Florida is a southern state, it is also the most southern state, and Lake Okechobee is in the southern part of the state. The immediate reason for the small hazard in trucking operations is the circumstance that a considerable measure of protection from frosts at even the coldest portions of mid-winter is afforded by the waters of Lake Okechobee. All the profit that goes with growing vegetables anywhere at any season is assured to the trucker here; to this is added the larger profit that results from having vegetables to sell when frosts have killed vegetation in competitive territories. It is not means that there never are frosts on the southern and eastern shores of Lake Okechobee, but it is declared that killing frosts are so rare and the costs of replanting are so low as to give this region a distinct advantage over all other trucking sections. This point has been dwelt upon because it is necessary to a complete understanding of the unique situation of this region. Costs of putting in crops are stated further along in this article.

Fertilizers are sometimes used in the muck soils of the Everglades—it would not be honest to not state this and explain it. Potash and phosphoric acid are sometimes used, and applications of hardwood ashes. It has not been established, however, that applications of commercial fertilizers are beneficial except in rare and particular cases. Less than 2 per cent of the acreage of vegetables on the southern and eastern shores of Lake Okechobee are fertilized and there is no history of fertilizer ever having been used for avocados or other fruit trees.

As commercial fertilizers are not used, the cost of making crops is below the average, for in every other trucking section commercial fertilizers are used heavily. On the basis of the same yields and selling prices, truckers in this region make money when truckers in other sections lose. The "trucking game" is not "a gambling proposition" except when the trucker chooses to make it so by bad selection of location.

In substantiation of the statement that "There is no country in the world in which agricultural enterprises are undertaken with as little risk and as much money made in as short a time," the following figures of costs of production are submitted:

Preparation of an acre of land for planting to string beans will cost less than \$12. If the farmer does it himself or exchanges services with a neighbor, he may figure the cost of "tractoring" the land as \$7.50. Much land

around Canal Point has been plowed and disced this winter and made ready for planting for \$10 an acre. A bushel of bean seed costs \$11.50. Three pecks will plant an acre. Planting will cost \$6. The one cultivation that will be given will not take more than three-quarters of a day, the cultivating operation being bedding with a hand plow. This brings the cost of an acre of beans to the point of picking. Tomatoes are invariably planted with the beans and the cost of putting in the tomatoes is included in the costs above enumerated, except the cost of the tomato seed, which is less than \$1 per acre.

Even in mid-winter, Black Valentine beans will be ready for picking 50 days after planting; Refugee beans in 60 days. This bears on the length of time in which the profit from the farming operation is realized upon. Tomato seed cost \$3.90 a pound and it is usual to plant an ounce and a half to the acre. The cost of preparing land for tomatoes is the same as the cost of preparing land for beans, one operation taking care of both.

Practices as to the proportion of land given to beans and tomatoes when planted together vary. It should be kept in mind that there is no loss of land space when beans are planted with tomatoes. The practice of some farmers is to mark the rows for equal distance apart and plant two rows of tomatoes and two rows of beans, the rows 20 inches apart. For the arrangement may be for two rows of beans and a row of tomatoes in a 6-foot space. Tomatoes may be planted in rows 8 feet apart, 4 feet between hills, with two rows of beans in the 8 foot space.

Tomatoes and beans are planted in a certain proportion, the space proper for an entire acre of beans is obtained in the same area necessary for an acre

of tomatoes. It is possible to plant beans solidly, that is, with no tomatoes in the same ground but it is not held by farmers that there is sufficiently increased yield of beans to warrant losing the yield of tomatoes that can come in addition.

The average yield per acre of string beans in this section is 150 to 250 hampers; with these will be an equal or greater number of crates of tomatoes.

Picking of the beans will cost from 30 to 50 cents per hamper, the lower price being paid for work done when the pickings are better and the higher price when the vines are yielding less and the beans are scattered and have to be sought out. The bean picker will get from 8 to 12 hampers a day, depending on whether it is the first, second or third picking—on whether there are many beans or scattered beans.

The price of hampers range from 17 cents to 22 cents, the lower price being paid when hampers are bought in large lots. To review: It has cost \$10 to tractor the acre, \$9 for the seed, \$6 to plant and less than a day to cultivate—a total of less than \$30. If the yield is 200 hampers, the picking costs \$80 and the hampers \$40, the total of every item being under \$150.

The generous allowance as to costs and conservative estimate as to yield disclose that the cost of making beans is under \$1 per hamper. Every other trucking section has a heavier production cost. It should be kept in mind that when 150 hampers of beans were grown, an equal number of crates of tomatoes were grown also. The matter of tomatoes will be taken up again later.

The next question is as what the beans will sell for. Beans have many times sold for \$6 a hamper at the place of loading; growers' entire crops are sometimes contracted for at this price, or taken for a contracted

period. Not only does this price prevail some years—there is never a year that sales are not made at this price. The express rate on a hamper of beans to New York is \$1.09; with a production cost of say \$1 a hamper and the express charge of \$1.09, there is a profit when the commission is paid if the hamper of beans sells at \$3 on the New York market. Against this chance of no better price than \$3 is the equal likelihood of the beans selling for \$8 or \$9 or even \$10 a hamper.

On a yield of 200 hampers to the acre and an average price of \$5 net, that is a revenue of \$1000 from the bean section of an acre of land. It has been shown that the cost of the 200 hampers was under \$200. The net profit to the grower in this case is \$800 on the beans.

An average yield of 150 to 200 crates of tomatoes is expected from an acre; 300 crates are sometimes obtained, but this analysis deals with averages and not with maximums. Buyers are always ready to contract to take Everglades tomatoes at \$1.25 a field crate. Four dollars a field crate was paid at all points around Lake Okechobee last spring.

It is worth while for the reader to bear in mind that Everglades tomatoes "come off" at a time when there is practically no other section shipping. Less than a hundred days is the time between planting tomato seed and picking the fruit for shipment. When seed is planted in January the tomatoes are ready to pick by May and the Everglades is famous for its "May tomatoes." It is in May that the appetite of the people in the north calls most strongly for exactly that which an Everglades tomato supplies. By May the growers on the east coast south of West Palm Beach have picked their crop of tomatoes and have ceased to ship; up-

state tomatoes are not then ready for shipment, for up-state the planting is delayed until after February to avoid the frost of which there is most danger then. Shipments of tomatoes from the Everglades start in April and continue throughout May and into June.

This article is being written on Saturday, January 17. The latest market quotation at hand is for January 15. It reports no car lot arrivals of tomatoes in Washington, Baltimore, Chicago or Philadelphia. For the day before, Baltimore quoted \$4.50 to \$5 for fancy tomatoes; Washington, \$5.50 to \$6; Philadelphia, \$5.50; Pittsburgh, \$8.00 to \$8.50; New York, no Florida arrivals and no quotations; Chicago, \$7 to \$7.50. This is a date on which Nassau and Mexico are shipping to the north; supplies from those points will be out before the Everglades starts shipping, and as usual the Everglades May tomatoes will bring as high a price as was paid in January, or higher.

Receipt of \$800 to \$1000 from an acre of tomatoes is commonplace in the Everglades. This, it should be remembered, adds to the profit made from the beans. If by any chance one crop is lost, a profit is made on the other.

When losses are sustained it is usually because the grower has sought to crop more land than he could handle properly. A 10-acre tract with five acres in vegetables is a big farm in this country.

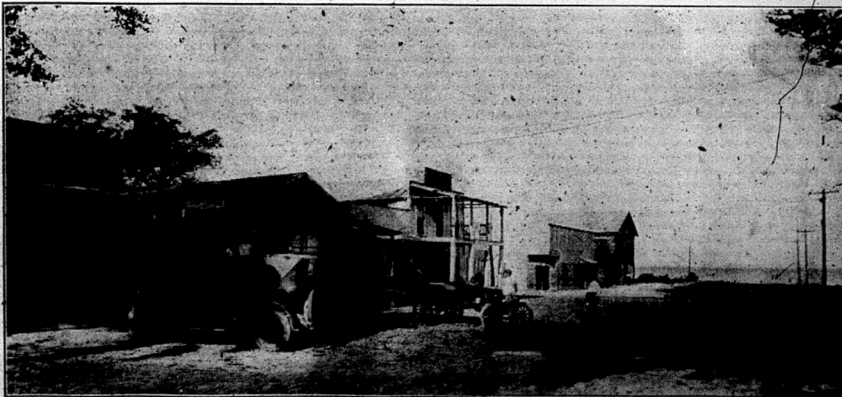
Peppers, potatoes, cabbage and other vegetables can be and are grown in this section and under favorable conditions can produce as much profit as beans and tomatoes.

ABOUT PALM BEACH COUNTY
Pamphlets descriptive of Palm Beach county as a whole can be obtained from the secretary of the Chamber of Commerce, West Palm Beach, Florida.

STREET SCENE IN THE TOWN OF PAHOKEE



SEE THESE STREETS TWO YEARS HENCE



—Photo by Landes.

OPPORTUNITY

KELSEY

"Gateway to the World's V
Where Money W
Than Money Vi

OPPORTUNITY

OPPORTUNITY everywhere for everyone; without its equal in the world—that is why twenty-five thousand people will plan to make Kelsey City their home during the next ten years. You should be one of the twenty-five thousand. Your place to succeed is where others succeed.

Well established in Florida cities are people like you—who, with moderate resources, have prospered and are happy here. They know it, they say it, their bank books show it; they are here to stay. All year 'round their crops ripen and their children play out-of-doors.

Many miles of improved highways tie city and country together, extending to every corner of the State. The kernel of this business, industrial and agricultural life is planted in Kelsey City—a city which will lead all cities in Florida; a city to be loved throughout the country for its distinctive living conditions and cosmopolitan atmosphere.

MORE THAN AVERAGE SUCCESS

What do you desire from life? Floridians have more bank deposits than the average American, and more than twice the number of passenger automobiles. They spend more, save more, live better. The reason? Greater opportunity for people with even a moderate nest egg to get ahead.

Florida is growing up. It is the last new country to grow up in the United States.

Thousands of families—like yours—come each year to Kelsey City and its sister towns, the Palm Beaches, to establish themselves in and around Florida's East Coast, which is 400 miles long. Some are in cities, in business—some on farms, working and playing the year around with greater returns, with less effort, less cost, than elsewhere. That is why several hundred thousand people have moved to Florida within ten years.

PROFIT

Profits, both in money and good health, will come to those who make Kelsey City their home. Almost without exception, all alike are well and happy, and increasingly blessed with a goodly share of the world's riches.

Some conception of the manner in which realty values are advancing throughout this section may be gained from the following statements:

A lot purchased a few years ago in Palm Beach for \$500 was sold in January, 1924, for \$15,000.

Ocean frontage 30 miles south of Palm Beach, purchased in 1920 for \$5,600 was sold in 1923 for \$56,000.

Acreage in West Palm Beach purchased in 1914 for \$18,000 recently sold for \$300,000.

Lots on Dixie Highway in West Palm Beach have, within a few years, risen in value from \$50 each to \$50,000 to \$75,000 in some cases.

A business lot in Clematis avenue, West Palm Beach, which sold in 1900 for \$300 has since sold for \$73,000.

AND—building sites in Kelsey City have already been sold at a profit of 300 per cent.

Thousands of these instances could be enumerated. Prosperity is to be seen on every hand and building operations exceed those of any section of equal size in the United States.

BEAUTY

EAST COAST FINANCE CORPORATION

Developing One Hundred Square Miles of Florida's Best Agricultural Land, Ocean and Lake Front Properties With

KELSEY CITY

As A Commercial Center

My Dear Home Seeker and Investor;

The southeast coast of Florida is conceded by the best authority to possess the finest climate in the world, where citrus fruits are the sweetest and vegetables and garden truck can be grown 365 days in the year.

The East Coast Finance Corporation owns and controls about 100 square miles of lands lying west of West Palm Beach from four to six miles wide and extending 17 miles north, reaching nearly to Jupiter, also about six miles of lake frontage and nearly seven miles of ocean frontage. The Corporation has planned and laid out Kelsey City for its commercial center and Palm Beach Harbor its tourist and winter resort. Kelsey City covers a thousand acres of elevated rolling lands sloping gently and fronting on Lake Worth and is located about six and one-half miles north of Palm Beach. Palm Beach Harbor is directly across the lake from Kelsey City, fronting on the ocean for about three miles. Two 18-hole golf courses, a polo field, a 10-mile bridge path and a yacht and club house are planned on the lake frontage for Palm Beach Harbor. One nine-hole golf course will soon be completed.

Kelsey City was laid out on the zone system by Olmsted Brothers and Dr. John Nolen of Boston, both of international city planning fame. It was about the first city to be so planned before lots were offered for sale to the public and is destined to be one of the most beautiful and substantial cities in Florida. Not a street less than 60 feet wide and one of 135 feet. Beautiful business blocks and residences are now being built and new construction of some kind is evidenced almost daily. A United States postoffice is in operation with about three hundred citizens using it. A bank with \$15,000 capitalization is organized and will begin operations in its new building on February 15, 1925. The first church, which is a Community Church, is already holding services. The first unit of a \$30,000 school building is now in operation, the second unit now building. The finest railroad grounds and station south of Jacksonville will be open to the traveling public this season. The Florida East Coast Railway and the far famed Dixie Highway both run through Kelsey City and the Dixie Highway has been diverted through the commercial center of the city into an 80 foot wide business and residential street.

At the last session of the Florida legislature, Kelsey City was given a charter and became an incorporated city. On November 16, 1923, a commission form of government was instituted with a mayor, commissioner of public works, a city clerk and a treasurer.

Many real money-making opportunities now exist in Kelsey City for you. Fortunes have been made in Florida cities owing to their phenomenal growth. We expect a city of 25,000 within a few short years. Come and build your winter or year-round home or locate your business here or purchase one of our small suburban farms. May we serve you? Write us.

Cordially,

EAST COAST FINANCE CORPORATION,

H. S. KELSEY, President.

WILLIAM M. HANSEN, Sales Manager.

CHAMBER OF

Kelsey City,

ROMA

RTUNITY

Y CITY

World's Winter Playground"
 Will Earn More
 Will Elsewhere

BEAUTY

KELSEY CITY rests amid hills and slopes in a region of unsurpassed natural beauty. Its surrounding thousand acres incline gently to the shores of Lake Worth, over one mile wide at this point and studded with several islands, the largest being Munyon Island—all the property of the East Coast Finance Corporation.

Humming motor craft and white sailing vessels dart hither and yon, lending to the scene an aspect strikingly similar to that of Venice.

What a setting for your playtime—just fitted for a week's stopover!

Camping, fishing, hunting, horseback riding—all are yours at will.

Two hours by auto brings you to other famous resorts of South Florida. Just 31 miles from Kelsey City by auto is the second largest body of inland water in the United States, beautiful Lake Okechobee, and the large sugar cane fields and sugar mill of the Florida Sugar and Food Products Company.

With the development of Kelsey City opportunities are constantly opening up for every sort of business and professional man.

Every reason that brings you South is Your Reason for a week's stopover at KELSEY CITY, FLORIDA.

ROMANCE

Florida is the essence of Romance. It is the oldest American State in permanent white settlement. The flags of Spain, France and Great Britain have flown at intervals on her shores and traces of European conquest still are plainly visible; but for the last 100 years Florida has been one of the United States.

Florida is a peninsula jutting into the sea like a huge finger, as if to beckon all the world to its balmy shores and gentle skies. It is the winter playground of America, for while the northern states are covered with snow, Floridians are fishing, boating, motoring; eating strawberries, oranges and garden vegetables grown in the open air.

The seacoast of Florida stretches out a total of 3,571 miles. The natural coloring of the landscape is beyond comparison. Ocean, lake and sky blend with the foliage. Palms and flowers of brightest hue vie with the plumage of the birds to create earth's fairest garden spot. Miles of smooth, broad drives border calm seas and placid lakes. The spirit of Osceola, the great Seminole chieftain, seems to brood over the waters invoking continued blessings from his gods.

There is much variety of wild game in the state—even bear and deer. In winter, geese, ducks and wild turkeys abound. Florida is a hunter's paradise.

KELSEY CITY, in the midst of this Eden, has in the making bridge paths, golf courses, tennis courts, yacht basins, bathing beaches—a fitting contribution to Florida's unexampled progress.

THEY CAME! THEY SAW! THEY KNOW!

"Florida has everything we northerners want and need."
 HENRY FORD.

"There is only one Florida and ninety million people are going to find it out."
 THOMAS A. EDISON.

"I know of no part of the country that will better justify investigation by those who are looking for investments."
 WM. J. BRYAN.

"You can find what you want in Florida, no matter what your age, occupation or taste may be."
 JULIUS FLEISCHMAN.

"There is no reason why Florida, within an easy trip of the great metropolitan cities of the eastern seaboard should not be benefitted by this close proximity and measure her step by her larger cities of the east."
 COLEMAN DU PONT.

"I believe there is no section of the United States where industrial effort will give a greater return than in Florida."
 CHARLES H. INGERSOLL.

"I have visited southern France, Italy, Switzerland and Egypt, and I have yet to find in any of those countries a climate equal to 'Southern Florida.'"
 (Late) W. L. DOUGLAS.

"I was a round peg in a square hole 'up north' and in Florida I found I was fitted for a horticulturalist."

"For the soil of rescued Everglades is beyond a layer of gold in value."
 EDGAR LUCIEN LARKIN.
 Director, Lowe Conservatory, California.

"I want to say that there is no state in the Union that has such opportunities and such a bright future as Florida. It should be the greatest agricultural center and one of the two greatest states in the Union."
 ROGER BABSON.

"I know of no land which offers such opportunities of investment yielding quick and satisfactory returns to capital."
 BARRON G. COLLIER.

"Beyond question there is a firm foundation for the rapid developments that one sees taking place all along the east coast which I have visited."
 J. W. JENKS, Ph. D., LL. D.
 Alexander Hamilton Institute.

"Florida banks have resources amounting to \$245,000,000 and deposits have increased 205 per cent in five years."
 L. M. RHODES.

"FLORIDA is the laborer's opportunity, the farmer's chance twelve months in the year, the dairyman's flowing bowl, the bee man's land of honey, the poultry man's egg basket, the stockman's perpetual pasture, the banker's strong box, the manufacturer's and lumberman's abundance, the sportsman's rendezvous, the yachtman's paradise, the homeseeker's goal, the tourist's refuge, the pessimist's Waterloo, the citizen's haven, the best place to live this side of Heaven, and we can go there from Florida."

GREAT MONEY MAKING OPPORTUNITIES are offered in Kelsey City. The future is secure, the investment is safe, while the manifold increase in value is more certain than at Palm Beach or Miami in their formative period.

Here is a new and carefully planned modern city; laid out by experts; with unexcelled location; many industries in full operation and employing hundreds of skilled workmen; thousands of acres of rich farming land in the rear soon to be developed and connected with lake and ocean by rocky roads. Come and make your fortune in Kelsey City.

For illustrated booklets and literature describing our developments, write to

PROFIT

OF COMMERCE

City, Florida

MANANCE

BEST CROP FOR MIDDLE GLADES IS SUGAR CANE

Can Give High Value To
Large Acreage Now
Unproductive

STORY IN FIGURES

Estimates of Planting
Costs Given From
Experience

For the large part of the Everglades sugar cane is generally recognized as being the best crop. Persons who are disposed to make a thorough study of sugar cane and cane sugar are advised to get a copy of the volume "Cane Sugar" by Noel Deer, published by Norman Rodger, 2 St. Dunstan's Hill, London.

The sugar cane is essentially a plant that requires a high temperature and large quantities of water, both of which conditions are met in the Everglades where frosts never occur and where frosts are rare. It is necessary that for a period a cool dry season should prevail with showers of sufficient frequency to maintain the vitality of the cane without interfering with the harvest operations. During another period there should be a high temperature combined with a heavy and well distributed precipitation. In southern Florida there is a "rainy season" from May to September, followed by a "dry season" between October and April. The wet season comes in the summer months, with the desirable high temperatures, and is followed by the weather conditions favorable to the maturing of the cane and its harvesting and grinding.

The Pennsylvania Sugar Company in Dade county, with a mill and plantation on Miami canal, and the Florida Sugar & Food Products Company at Canal Point have amply demonstrated the adaptability of the Everglades to the profitable production of sugar cane.

Growing of sugar cane and vegetables is regarded as a practical proposition, the larger part of the farm to be given over to cane and a smaller acreage reserved for the cultivation of a garden and to provide pasture for a cow and a place for chickens and a bit of grove.

Definite information of the costs and profits of raising sugar cane, together with estimate of the worth of land is given in a letter written a few months ago by S. W. Bollinger of Pittsburgh, Pa., a manufacturer of coal-washing machinery, who has a large acreage of land in the upper Everglades. His letter follows:

"Editor, The Everglades News: I have your query of a few days ago, 'Why did you buy more Everglades land and what is the value of the land near Canal Point?'

"Your question, I presume, was prompted by my recent purchase of 600 acres of land near the sugar mill to be added to my already large holdings of over 4000 acres."

"Answering the question: Because I am sure it is a splendid investment, one that will hold its own with the almost magical enhancing of values in this state of ocean frontage, city lots, buildings and close-in acreage, many instances of which I could cite but shall mention only my last sale transaction. In April of 1912 I purchased 10 acres of cash to West Palm Beach for \$1250 cash. I have just sold this property for \$22,000 cash."

"It is more difficult to answer the last part of your query, so difficult that I do not believe any man can answer it. It has often been said that a few times the price you can get for it. I deny the truth of that old saying. Years ago near my old home in Pennsylvania were vast coal deposits lying untouched. Some far-seeing men of means desiring good investments sent agents through-out the field to purchase this coal of the farmers. The prices at first ran from \$5 to \$50. I did my best to induce my neighbors to hold for a better price. They repeated the old saying, 'A thing is worth only what you can get for it.' I argued that coal was worth many times the low price they could then get. A few held out and in a few years sold for as high as \$1,800 per acre. I sold at \$1200 to reinvest in coal."

"I believe this history of Pennsylvania coal is being repeated in Everglades

land, especially along the East Beach, near Canal Point, and the sugar mill."

"Fifty years ago this vast prairie was considered of no value. In the summer of 1882 the first dredge of the Everglades began cutting on the Nine-Mile canal, cutting its way into Lake Hicpochee. In 1903 some 60,000 acres of Everglades land near East Beach were sold for 25 cents per acre. Between that time and 1910 R. J. Bolles and others purchased many thousands of acres of Everglades land for \$1 to \$2 per acre. I began buying shortly thereafter at \$12, then as I could spare the money, at \$20, \$24, \$30, \$40, \$50, \$75, \$100, \$150, \$200 and \$400 per acre. The latter for farming land with lake frontage."

"I am now farming on Highland Ranch containing 600 acres and lying one and one-half miles south of the sugar mill. We have nearly 100 acres planted to cane and truck, cropping some 60 more acres. On some of the latter we raised two crops of beans and are now gathering a crop of tomatoes. On other parts of it we raised a crop of beans, a crop of tomatoes and have a growing crop of corn averaging six feet high, all three crops on the same land since January 1st. We will have the corn off in time to mature a crop of cow peas well within the twelve months and thus be ready to begin the whole regime over again next year."

"Do I hear some one say something about fertilizer? Or cropping the ground poor? Forget it, please. I've tested the soil on Highland Ranch for depth to limrock and found it averaged over 20 feet. This 20 feet is decayed decomposed, solidified vegetable matter, practically all plant food, and may be considered inexhaustible."

"One day in going up the canal in our speed boat with W. A. Otis the question of true land values came up. We viewed the matter from various angles and went into it as thoroughly as we could, basing our calculations on land planted to cane. We estimated the cost of clearing cutstard apple, willow and cedar land at \$75 an acre. Once cleared, the cost of plowing, discing and planting to cane would average about \$20 to \$25 per acre. The young cane would require cultivating a few times until it is six months old and be ready to cut and transport. Sugar mill one year from date of planting. No further planting nor cultivation required for years."

"We believe an average yield of 50 tons of cane per acre very low, when we know measured acres have gone almost twice that. We believe we are perfectly safe in figuring an average price of \$5 per ton of cane, cut and loaded on cars on plantation siding (the price of cane per ton to the grower the world over is one dollar for every cent of selling price of raw sugar, and the price of raw sugar at the present time is better than seven cents, making the price of cane now over \$7 per ton. "Five dollar cane, should net the grower at least two dollars per ton of

SUGAR CANE AT U. S. TESTING STATION



FROST PROTECTION FOR BANANAS ON EASTERN SHORE

Accounts For Offers of
Large Sums For Land
By Specialists

GROWING INDUSTRY

Big Profits Certain To
Be Made As Meth-
ods Improve

With the idea of planting bananas, an offer of \$500 an acre was made last month for a section of land on the eastern shore of Lake Okechobee by a resident of Winter Haven, Fla., who is an officer of the Florida Banana Growers Association and well informed on the culture of the fruit. Bananas have been planted on hundreds of acres of Florida land that was bought for one-twentieth of the sum that was offered for the section on the eastern shore of Lake Okechobee and "subdivided tracts of the cheaper land have been sold for a thousand dollars an acre and upward when planted. The offer of \$500 an acre for the lake shore land was based on the knowledge that in that location it had a measure of frost protection that warranted the higher price."

It will add an understanding of the unique situation of the eastern and southern shores of Lake Okechobee to add that the offer was rejected, the section of land being held at \$800 an acre. Because the section is in line for development as a townsite it is probable that it cannot now be bought under \$1000 an acre.

The interest in the muck lands of the Lake Okechobee region exhibited by men familiar with bananas forecasts plantings on a large scale in the next few years. Banana growers elsewhere have taken out crop insurance but the increase in the rate has made it seem a better policy to pay higher prices for land in a region where the expense of insurance can be avoided."

In the early days of Everglades settlement every farmer had a patch of banana which was a source of income as well as a source of family food supply \$100 per acre. We have every reason to believe that our sugar mill land and all East Beach land will average fifty tons of cane per acre year after year indefinitely."

"Estimating the value of our land for other things and other crops, especially since we are assured of two railroads, a cross-state highway, drainage canals and laterals, is far beyond human possibility."

ply, for there was always a market on the east coast.

Although this was in the period of an incomplete drainage enterprise, the lack of drainage was compensated for by the abnormally low rainfall. In the cycle of normal rainfall and before the drainage system was in operation many plantations were drowned. Now with the installation of canals, ditches and pumping systems, a state of moisture control has been established on which the banana growing industry can be established.

W. J. Kirkwood, a banana grower in the interior of the state, gives 67½ as the number of banana plant stools to be set to the acre, 8x8 feet each way. The price of bulbs for planting ranges from \$10 a dozen to 55 cents each, depending on the quality and the number ordered. He estimates the carrying charge for the acre as from \$800 to \$900 per year over a ten-year period, allowance being made for a frost loss every five years. Care of five acres of Cavendish bananas will be a year-round job for one man and a mule after the planting has been done. A part of the time of the man and mule should be available for other work, also.

Charles Dimick of Pahokee operates the leading banana nursery on the eastern shore of the lake. J. F. Waters of Pahokee is one of the several farmers in that community who are specializing in bananas. C. W. Bell, county commissioner, who has land at Bacom Point and whose post office address is Pahokee, is preparing to put out a large acreage. C. C. Morris of West Palm Beach, a former resident of Pahokee, is well acquainted with the banana proposition in the upper Everglades. Miss Alice E. Reed at Belle Glade, Fla., can give information about the apple variety which is her favorite.

BANANAS IN THE

LAKE COUNTRY

By J. F. Waters of Pahokee, Fla.

The banana industry in the United States commercially is about where it was in the tropics in the early 80's of the last century, when the grand old Quaker, L. D. Baker, was cruising among the harbors of Cuba looking for a cargo to take back to Boston, when the idea occurred to him to fill up with a load of bananas and try his luck with them on the Boston fruit market. The fruit reached Boston in good condition and brought such satisfactory prices that he hurried back for another schooner load, but being able to collect only a few bunches, he sailed for Jamaica and there found the red variety that composed the first cargo just as scarce, but found the yellow variety that was being cultivated as an article of food, and was to be had to the extent of numerous schooner loads. These he found to be more acceptable to the Boston people.

From this small beginning sprang the Boston Fruit Company, with Captain Baker as its president, which in time became what is now the United Fruit

Company. So much for ancient history of commercializing the banana industry.

This industry since extended to Costa Rica, Honduras, and other countries around the Caribbean Sea, and for several years a line of banana boats plied between Jamaica ports and Avonmouth, England. This was discontinued as the fruit had to be cut too green to ripen with perfect flavor.

The superior Cavendish variety from the Canary Islands was already established in the European markets.

The deep appreciation of the Jamaican people of the Boston Fruit Company's effort was shown by their earnest cooperation with the American enterprise and today, fifty-five per cent of the total exports in sterling value consists of bananas, amounting in value to Jamaica to some eight million dollars annually. The remaining forty-five per cent consists of cocoa, coffee, sugar, rum, molasses, tobacco, ginger, citrus fruits, pimento, copra, vanilla, nutmeg, mangoes, avocados, dye and cabinet woods and a number of others of less importance. These are enumerated in order to show the importance of the banana industry in Jamaica.

In Florida the banana conditions are much the same as in the early days in Jamaica. There are scattering plantings here and there in different portions of this state, and specially our East Beach country lying south of Lake Okechobee has demonstrated that this is an ideal locality for the culture of bananas. There is no doubt of the large profit in banana culture. Nothing lacking but a complete selling organization under the State Banana Association management similar to that of the United Fruit Company.

No better flavored banana are produced than those grown in the East Beach country, south of Lake Okechobee.

The plants set in January or February should produce two or three bunches each the first year or a possible crop of over one thousand bunches per acre and weighing from fifty to ninety (and over) to the bunch.

Imported bananas are selling in West Palm Beach at 7 and 8 cents per pound.

We can not see why the Florida-grown Cavendish banana, with its superior quality, should not take the place of the imported banana which is cut green, preventing its becoming as good flavored as our home grown Cavendish.

Mr. C. L. Stokely of Winter Haven is president of the Florida State Banana Association. Mr. W. E. Bolles of Oldsmar is the secretary and no doubt are looking after a general selling association.

ADAM AND THE GARDEN

Work was not unpleasant when Adam was in the Garden of Eden. It became unpleasant only when he had to work elsewhere. Farm work in the Everglades is easy work, and it is pleasant because it is easy and profitable.

INTERESTING FACTS ABOUT AVOCADOS

The avocado is a tropical or semi-tropical fruit.

It is more susceptible to frost than are orange trees.

It requires a rich soil if the trees are to produce abundantly.

The avocado does remarkably well on the eastern and southern shore of Lake Okeechobee.

It is not a pear, and the term "alligator pear" is a misnomer.

It is very delectable and tastes like nothing but an avocado.

The shape varies from round to oblong or gourd shape.

The commercial varieties vary in weight from one to three pounds or more.

The color varies from light green to a dark purple, almost black.

It has one large seed. The tree does not come true from seed.

They are unfit to eat unless thoroughly ripe.

They should be soft enough to spread on bread like butter.

They have a very high food value, and are easily digested.

They contain from 12 per cent to 30 per cent fat, but very little sugar.

Trees will carry the fruit weeks after ripe.

They may be eaten with any course of food from soup to nuts.

Sprinkle avocado on bread or crackers with a little salt.

Eat as salad with condiments, or on your pie.

It makes a delicious soup and is fine frozen in your ice cream.

Wherever grown in quantities, they are a staple article of diet.

The taste of them is exceedingly easy to acquire.

Ninety-five per cent of the people like them at first—if given good ones.

The price is high because of scarcity.

The tree is evergreen and makes a beautiful shade tree.

The leaves look somewhat like those of the magnolia.

There are about 180 varieties of avocado, but only a few that are superior in quality.

Seedling trees have grown sixty feet high and with fifty-foot spread.

Budded trees do not grow so large.

They bear fruit in from two to four years, according to variety.

Groves may be arranged so that fruit may be had the year round.

This is because of the frost protection afforded by the lake and the richness of the muck soil.

PROGRESS OF SOUTHERN STATES

By RICHARD H. EDMUNDS.

In addressing 250 officers and agency directors of the New York Life Insurance Company at a banquet given in their honor at the Clarendon at Seabreeze, Richard H. Edmunds, editor of the Manufacturers Record for fifty years and winter resident of Daytona, gave the following statistics relative to Florida's development:

Bank Deposits

In 1880 the total deposits in Florida banks, national, state and private amounted to \$444,000.

As late as 1900 the total deposits in this state were \$10,100,000.

In 1923, and the figure has been very largely increased since then, the total deposits for this state were \$24,000,000, as compared with \$190,000,000 for the entire south in 1880.

Property Values

In 1880 the true value of property in Florida was \$120,000,000.

In 1923 it was \$2,440,000,000.

As late as 1900 Florida spent only \$765,000 upon public school maintenance, and in 1918: \$1,584,000; while in 1922 the public school expenditures of this state amounted to \$9,769,000.

Though not generally claimed as a manufacturing state, the census of 1920 gave Florida a total investment in manufacturing of \$206,000,000, which was nearly one-half as much manufacturing capital as the state of Alabama notwithstanding the vast iron and steel interests of that state.

Florida's Climate

The world has been accustomed to a large extent to measure the potentialities of the country for material development based on raw materials, such as coal and iron and oil and gas, and has counted these among the great assets for the creation of wealth. But it has given too little heed as yet to the intrinsic value of climate.

Men can build railroads and manufacturing enterprises, and great cities, but only God can give a climate and the Creator has given to Florida a climate of such immeasurable value that no human power can duplicate it.

In discussing New England's climate, Mark Twain said: "We have talked much about climate, but nobody has done anything about it." And nobody can do anything about it. No power of man can change the biting cold, the biting, blasting, depth-depending blizzards of the north and west; and men who live in such regions realize that these climatic conditions have lasted, and will continue to last through the ages to come. Snow and ice and blizzards are a tremendous liability to any country. They increase the cost of every line of human endeavor. They add to the burdens of the farmer, the cost of the product to the manufacturer, the cost of railroad operation, the cost of living to the individual family.

A Tangible Asset

On the other hand, Florida has a climate which is an asset whose value no mathematician can compute. It is a gift of nature beyond all the power of human words to portray. It is health giving, life expanding, and is an asset, tangible, real, as the coal and the iron ore that are beneath the surface of Alabama or Pennsylvania or elsewhere. But the measure of its value no man can express.

It is unlike the climate of any other section of this country, and so far as world travelers can be believed, it is unlike the climate of any other section of the world.

This climatic advantage is alone sufficient in potentiality to enrich the state beyond the dreams of the present, for more and more the people of this land are coming to realize that to escape the rigors of northern and western winters by fleeing to Florida is not only one of the greatest privileges and blessings granted to this country, but it is a duty which millions owe to themselves and to other members of their families, that health may be retained and life be lengthened by spending their winters here.

The realization of this fact goes on with tremendous momentum, far greater than is generally realized.

Florida has been called the rich man's playground, but that designation is wholly inadequate to tell the story. It is, true, it is the rich man's playground, and the rich men of the country are coming in ever increasing numbers.

Call the roll of the great leaders in finance, in industry, and in commerce, and you will find a very large proportion of them in Florida, during the winter season. Those who can do so, are making permanent winter homes here, many of them building what might be called palaces.

As a nation we are becoming absorbed in golf. Florida is becoming the golf center of the whole world. For there are but few days during the entire winter when the golfer cannot pursue the elusive ball, the hitting of which adds to the charm of his life.

But instead of becoming the winter playground of the rich, this state is becoming the center of tremendous upbuilding activities by the rich. Here and there a rich man comes simply for rest and atmosphere. But a large proportion of these rich men immediately become investors and developers, and today I believe there is a greater concentration of the energy and activities of rich men in upbuilding work than can be found in any other state in the Union.

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Santonio came as a tourist, but instant and Flagler, he too became a great upbuilder.

DeLand, who founded the city named for him; Stetson, who endowed the university which bears his name, and hundreds of other upbuilders in this state came as tourists.

And the rich men who have come to Florida for health and pleasure, have to a large extent caught the vision of its untamed possibilities, and have taken an active part in their utilization, and in making known to the world at large the story of what this state has to offer.

But it is not merely the rich man who has come here for pleasure or for health, or for building, that is making Florida. Tens of thousands of people of moderate means, and many without any means, have sought in Florida the opportunities which they could not find at home. Men and women from every part of the south as well as from the north and west, have poured into Florida during the last few years in an almost unending stream, and the census of 1920 shows that there were more natives of Georgia who were citizens of Florida than there were citizens in this state born in all the northern and western states combined.

Only the Beginning

Will Florida continue to grow and its wealth to expand? Unhesitatingly, yes.

Florida is only at the beginning of its growth. Here and there real estate, town lot selling may be overdone, and there may be temporary reactions due to some people overtrading and being caught in a time of monetary stringency. But broadly speaking, Florida will go on growing with a far greater rate of progress than that of the present.

Its railroads are even now taxed beyond their capacity to bring to the state the hundreds of thousands of tourists and winter visitors, and wherever one goes in the south or in the north or in the west, the one outstanding feature which will meet everybody is the story of Florida, its climate, its advantages and its amazing progress.

Florida's Resources

Its resources have as yet been scarcely touched. It is shipping to the north and west nearly 100,000 carloads of fruits and vegetables to feed the people during the winter months of less favored sections. This can be doubled, and trebled, and quadrupled, and quintupled, and still the limit of Florida's agricultural possibilities be only touched.

There are vast areas of available land yet to be put under cultivation, so vast that one can only form a conception of the extent by motoring through the state and noting the millions and millions of acres of land, once covered with great forests, now ready to be utilized for the still more profitable industry of growing fruits and vegetables.

The federal government has spent many millions of dollars in seeking to put water on the semi-arid lands of the west, and often, with disastrous results. But it is far easier to take the water off the overflowed lands of Florida, where droughts are unknown, and where a regular rainfall gives opportunity to the farmer to produce from three to four crops a year. What other section of the country can compare with a state where the growing season lasts twelve months and where crop after crop, is produced in abundance in the same year on the same land?

Rail Transportation

Within a few days there will be opened a 235-mile railroad, built through the very heart of the state, to help take care of the increasing freight and passenger traffic. It was built more rapidly than any other equal stretch of road was ever constructed in the world's history.

On the east coast business has been growing so rapidly of recent years that the Florida East Coast railway is being double tracked from Jacksonville, to Miami and at the present time forty-five through Pullman trains each way are required every day on the various roads entering this state to take care of the tourists who are seeking to spend their winters in Florida. The Atlantic Coast Line is also double tracking its entire line from Richmond to Jacksonville in order to handle this Florida traffic.

There are resources in this state for many lines of material upbuilding not yet even discovered. Indeed, there are resources here enough to enrich an empire.

All that we have seen in the material upbuilding of this state is but as the feeble, faltering step of the infant as compared with the step of a giant.

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See what we've got and learn the prices before you buy
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Only Two Places to Go

GUS' BATHS OR HOME

WELCOME TO OUR OCEAN

HARDWARE AND PAINT

When in West Palm Beach visit our store and let's get acquainted.

We carry a complete line of everything in Hardware and Paint. All standard brands.

EAST COAST HDWE & SUPPLY CO.

THE STORE OF SERVICE

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E. J. REED, President

E. S. MOTTER, Treasurer

WARD RANDOLPH, Engineer

J. A. ROSTAN, Vice President and Manager

PIONEER INVESTMENT CO.

OWNERS and DEVELOPERS
CANAL POINTTOWNSITE
on Conners Highway and F. E. C.
railroad at Lake Okeechobee

REALTORS

Oakley Theatre Building
LAKE WORTH, FLA.OWNERS and DEVELOPERS
WORTHMORE PARKon the Dixie Highway
between Lake Worth and
West Palm Beach

ANNOUNCEMENT

Concerning Our Townsite At Canal Point

We expect to commence development on our Canal Point townsite as soon as we can get men and material. The delay has been fully as much of a disappointment to us as it can be to anyone, for we had hoped to have had the improvements in by now. Completion of the Florida East Coast Railroad into Canal Point will give means of getting in rock for the streets if the plans for a hard road from Canal Point to Pahokee and beyond do not disclose that a local supply of good rock can be had. We intend to execute absolutely every representation we make, hence our reluctance to make promises of dates that we may not be able to fulfill.

We hope to place the Canal Point Townsite lots on the market in February or March. Our successful operations in handling two hundred lots at Worthmore Park on Dixie Highway in less than thirty days gives us confidence in our ability to market the Canal Point lots to persons who will see the immediate and highly profitable opportunities on the eastern shore of Lake Okeechobee.

We are now carrying out our promises as to the improvement and development of Worthmore Park and expect to let contracts for streets and sidewalks there to be completed as soon as possible, thus showing our good faith to the many purchasers. An advance of 20 per cent has already gone into effect on Worthmore Park lots and we predict that purchasers of Canal Point lots will fare equally as well or better, as we believe CANAL POINT IS DESTINED TO BE THE METROPOLIS OF THE EVERGLADES.

WATCH FOR ANNOUNCEMENT IN THE EVERGLADES NEWS
OF THE DATE OF OPENING OF CANAL POINT TOWNSITE

Pioneer Investment Company

BASS FISHING
IS GOOD ON
LAKE OKEECHOBEE

The Everglades News

SECTION
FOUR

DEVOTED TO NEWS AND AFFAIRS OF THE FLORIDA EVERGLADES

VOL. 1, NO. 47.

CANAL POINT, PALM BEACH COUNTY, FLORIDA, JANUARY 30, 1925.

\$2.00 A Year

F. E. C. RAILROAD TO BE BUILT THROUGH CHOSEN AND OKEELANTA

NO GREAT PROBLEM TO STOP OVERFLOW LAKE OKEECHOBEE

Drainage of Everglades
Practical on Basis of
Original Plan

PLACE FOR STORAGE

Capacity of Reservoir
Equal To River's Ex-
cess Discharged

There is nothing mysterious or complex about reclaiming the Everglades, except insofar as it has been made so by the manner of executing the general plan agreed upon years ago. Draining the Everglades, in principle, is as simple as the act of a housewife in throwing a panful of dishwater out of the back door.

The key to the drainage of the Everglades is the control of Lake Okeechobee, and the control of Lake Okeechobee within practical limits is not difficult.

The Everglades, a term describing an area occasionally inundated, was created by the overflow of Lake Okeechobee, a lake with no natural outlets in which Kissimmee river discharges. Kissimmee river has a watershed of 5000 square miles; when heavy rains in that area caused the river's discharge to raise the level of the lake to a certain height the lake overflowed, the water spread over the surrounding country, some of the water finding outlets to the ocean but most of it remaining on the land until it evaporated. The need of draining the Everglades arose primarily out of the overflow of Lake Okeechobee.

Kissimmee river is not the only stream that discharges into Lake Okeechobee but it is the largest. Measurements of the flow of the river can be made; they probably have been made or estimated with an approximate accuracy that is sufficient. Thus it is possible to know how much water goes into the lake. Evaporation from Lake Okeechobee is greater than the rainfall, therefore the factor of local rainfall is not of much consequence. If so much water goes into the lake, how much will have to be disposed of to keep it from overflowing—that is the only question.

A canal of certain width and depth cut on a certain grade will discharge so much water—what relation does that canal discharge bear to the known quantity of water brought to the lake by Kissimmee river?

There was no need to provide for a canal big enough to discharge water from the lake as fast as the Kissimmee river brought it in. A canal that large would cost more than there was need for spending. The river discharges its maximum flow only during the rainy season; the canal would be discharging water from the lake for a longer time. If the river gets ahead in one month the canal can catch up in the next. The canal need not be as large or discharge water as quickly as the river for another reason: The lake is about 35 by 40 miles; if the lake was at elevation 13 feet above sea level at the beginning of the rainy season it would allow a reservoir area of four feet over 35 by 40 miles if its elevation

(Continued on page eight)

HIGHWAY AND RAILROAD ON EAST SHORE OF LAKE



VAN C. SWEARINGEN TO DRAINAGE MEET

Ex-Attorney General To
Represent Dade Ever-
glades Assn

MIAMI, Jan. 22.—Plans are being made for a meeting of delegates from various Everglades improvement associations of 10 counties on February 12 and 13, at Okeechobee City.

Delegates chosen at a meeting of the local Everglades Improvement Association Monday night are J. J. Gucker, F. N. Chaplain and Van C. Swearingen. They will bring some of the various drainage problems which confront Dade county before the Okeechobee City conference.

Every effort will be made at the meeting to bring the matter of Everglades development before the state drainage board in order to obtain some action by the state legislature for the appropriation of necessary funds.

A belief exists that much more can be accomplished if individual units form one organization to represent the 10 counties interested in Everglades development.

James M. Kerr acted as chairman of the meeting here last night in the absence of President Swearingen. Construction work on the new Biscayne canal was reported to be under way.

F. N. Chaplain told members of the local association that grass should be burned now off Everglades land, where ever possible to prevent repetition of the fire losses which destroyed \$1,000,000 in land last year. He said that the lack of proper drainage this year really was a benefit, because it checked the

possibility of fire. He declared that as the drainage of the Everglades progresses, the danger of fire increases.

BRIDGING THE HIGHWAY

Expecting to complete the last of the several bridges on Connors Highway between Canal Point and Okeechobee, this week, Captain J. L. Newsom, foreman of the piling crew, has accepted employment with the Tidewater Construction Company of Key West and will leave for Key West this week. The Tidewater company has a highway contract. Captain Newsom came to Okeechobee from Lakeland when construction of Connors Highway was starting in 1923 and went through with the job to its completion and remained to do the work made necessary when the high water in the fall of 1924 tore out some of the small bridges which have now been replaced with larger ones.

ALL LAKE TOWNS TO BE LINKED BY F. E. C. RAILROAD

Unity of Interests of
Everglades Will Be
Made Stronger

MIAMI NEW CENTER

117 Miles of Railroad
Runs Through Heart
of Everglades

Connecting of all of the communities on the northern, eastern and southern shores of Lake Okeechobee by a railroad will result from the extension of the Florida East Coast Railway Company's line from Okeechobee, a present terminus, to Miami. The western side of the lake is served by the Atlantic Coast Line.

Fresh assurance that the Florida East Coast railroad will be extended to Chosen, Belle Glade, South Bay and Okeelanta as well as to Canal Point and Pahokee is contained in a statement made for The Everglades News by H. N. Rodenbaugh of St. Augustine, general manager of the railroad.

In a letter written last week Mr. Rodenbaugh says:

"The proposed new line of the Florida East Coast Railway Company, extending south from Okeechobee to a point of connection with the existing main line of the railway company at Lemon City, near Miami, and including a branch extending from a point on the Miami canal near Hialeah, to the main line at Larkin, is known as the 'Okeechobee-Miami Extension'."

"Beginning at Okeechobee the extension as surveyed and partially constructed runs in a southeasterly direction to the St. Lucie canal, and lies generally from a mile to a mile and a half east of the lake shore. At a point two miles south of the St. Lucie canal the line crosses Connors Highway, then follows closely the shore of the lake for about eight miles to a point approximately two miles south of West Palm Beach canal. At that point the line leaves the lake shore, crosses the sand ridges and follows a generally southerly direction, passing near Chosen, South Bay and through Okeelanta to a point of crossing of the North New River canal some four miles south of Okeelanta. The line runs thence in a southwesterly direction across the Glades to the Miami canal, which it crosses near the Palm Beach-Broward county line, and then follows the west bank of the canal to a point near Hialeah, where it divides, one branch crossing the Miami canal and running nearly due east through Hialeah to Lemon City, and the other branch running the south to Larkin. These two branches form that portion of the extension known as the Miami belt line."

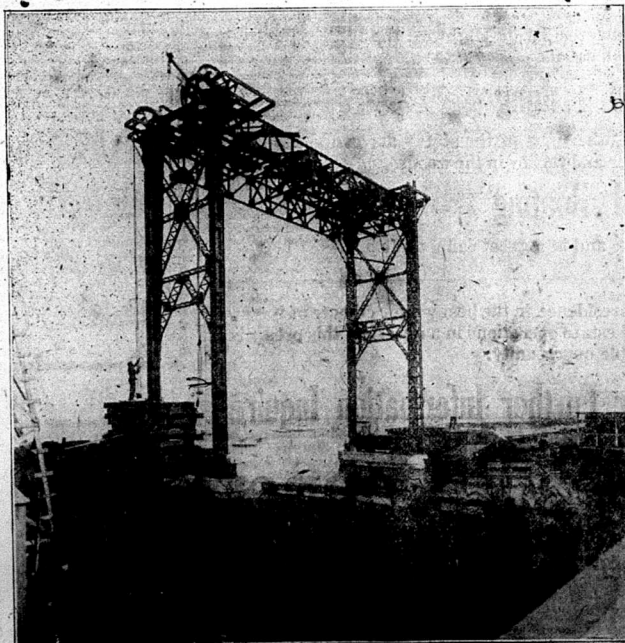
"The length of the extension proper, exclusive of the belt line, is approximately 117 miles; the belt line is about 19 miles long, making the total length of line 136 miles."

"Construction of seven miles of the Miami belt line from Lemon City to Hialeah has been completed and this line is now in operation. Construction work is now being carried on at the north end of the extension, between Okeechobee and a point about two miles south of Canal Point, a total distance of about thirty-four miles. Thirty miles of this line is now practically completed except the grading for the approaches to the bridge at St. Lucie canal, which will be completed as soon as the steel work is erected at that point."

"There are two draw bridges on the

(Continued on page eight)

RAILROAD BRIDGE IN COURSE OF CONSTRUCTION



It Pre-eminently Has All
To be desired in developments from which result profit and glory to the
promoter and profit and happiness to buyers under him—

The W. J. CONNERS PROPERTIES

On the Shores of Lake Okeechobee
Opened to Settlement and Development By Conners Highway

In the area from Canal Point to Okeechobee is a most unusual combination of factors—there is a state of affairs as excellent as if made to order:

Climate

Equal to the East Coast in summer or winter.

Soil

of exceptional fertility and of sufficient variety to permit the growth of all kinds of fruits and vegetables.

Transportation

afforded by Conners Florida Highway, the Florida East Coast Railroad, lake and canals.

Hunting and Fishing

Superior to any other part of the state—ducks and big bass in the lake and deer and turkey in the woods.

Bathing and Boating

In the great lake and in a great canal system.

For the delight of residence in the best winter climate of the world or the profit from real estate operations in a new field this presents an unusual and remarkable opportunity.

Have You Vision?

Can you see as far ahead
 as even ONE year?

Think what this area
 will be and what it will
 be worth five years,
 three years or one year
 hence

For Further Information Inquire at the Office of
The W. J. Conners Properties
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A MAIN CANAL IS HYACINTH CLOGGED

Indifference of Officials
Strangles Commu-
nity To Death

FARMERS' PROTEST

Ground For Removal of
Chief Drainage En-
gineer F. C. Elliott

Okeelanta, Florida, founded October 24, 1913, is the oldest settlement in the upper Glades. A competent, responsible and disinterested authority has declared it to be "the most strategic location in the Everglades."

It is the heart of a territory lying between the Hillsboro canal and Hendry county large and rich enough to make a great county.

Between 1909 and 1912, some 5,000 persons bought and paid for land and homesites in this territory. Most of these have been locked out ever since by impossible conditions.

On January 13, 1925, one of the pioneers in that locality wrote a letter. He is a man of character, scholarship and standing; with a long record of human service, highly respected by all who know him. Having written with no thought of publicity, his name is withheld. He says:

"The water is going down slowly; but it will be February before any field work will be possible. From the papers I see that Miami and Lauderdale are agitating the question of speedy completion of drainage. It is late in the day for these cities to interest themselves in the agricultural development of the Everglades, but better late than never."

"After a residence of years in the Glades, I have come to the conclusion that the state of Florida and the county of Palm Beach—perhaps Broward and Dade as well—are not really interested in the settlement of this vast and promising agricultural hinterland of theirs, but for some sinister reasons, political or financial, are endeavoring to drive out by starvation or drowning, the last one of the earliest pioneer settlers on the south shores of Lake Okeechobee."

"Not one promise has been fulfilled, made by state or county, to these sturdy men and women who, with such high hopes, started in to dig an empire out of a gawgrass waste. The abandoned homes and general desolation we see now are not the Act of God but the work of crafty, designing men."

"We have had no rain for three months, and yet are under water. The North New River canal is one foot higher than the Hillsboro, while the Miami canal is ten inches above ours (the Lauderdale), draining water into ours through the Bolles canal."

"The Lauderdale canal seems still to be impractical for navigation, for Wellen (a boatman) comes once in a while to Okeelanta via Hillsboro canal, from this you will perceive the completeness of our isolation."

"It is nonsense to talk about Florida's anxiety to develop its waste lands. The heartlessness of state and county officials manifested during this last inundation would shame even ancient Rome in its most cruel stage; not a boat visited us, nor was there an inquiry made over phone, nor an official visit made to determine our condition. It was 'root, hog, or die.'"

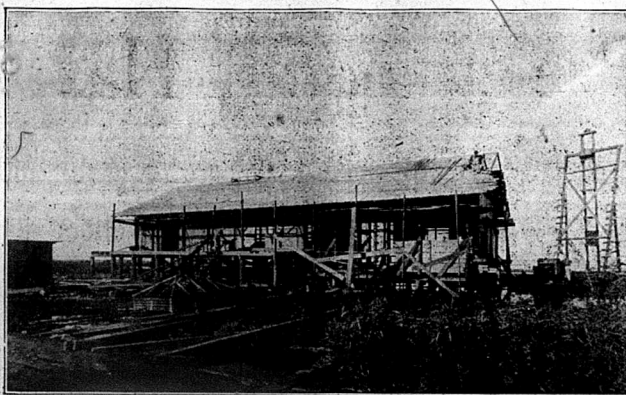
"It is of no use to dwell on this dark phase of state and county Christianity. We are here in the Everglades and have to make the best of it. If man fails, we can turn to the moccasins and alligator to show some heart."

"The weather has been unusually fine and warm—65 to 80 degrees during the day. . . . The few of us who still remain after these three years of hardship, loss of labor and isolation—are, God be thanked! in good health."

"Jan. 22. P. S. Wellen, I believe, will have to suspend trips to Belle Glade, South Bay and Okeelanta, on account of the choked condition of the Hillsboro canal. We will be forced to deal with west shore of lake, Clewiston and Moore Haven."

T. V. W.

Write to any of the advertisers in this paper for information about the Everglades.



Kelsey and Riviera Vote Bond Issue of \$640,000

Great Sums to Be Expended In Building Roads and Bridges Near Fast-Growing Towns

A bond issue of a half million dollars for roads and bridges in Special Road and Bridge District No. 8 was carried in Kelsey City Saturday with only one dissenting vote.

The bonds will be used to build two 60-foot drawbridges, one spanning the navigable channel of Lake Worth at Munyon's Island, and the other the Florida East Coast canal, and for the construction of the following roads:

An ocean boulevard, from a point east of Kelsey City on the ocean front around the head of Lake Worth to Jupiter, then to First Avenue, Kelsey City; a boulevard from Kelsey City across to Munyon's Island and to the ocean, and for the completion of the county roads from Prosperity school, house south to Kelsey City and from Prosperity schoolhouse west to the Dixie Highway at Monet.

Riviera also carried its \$140,000 bond issue, only two votes being cast against the measure. These bonds will be used to build roads leading from the Dixie Highway to Lake Worth, then to the ocean front over a proposed bridge and down the ocean front to connect with the Kelsey City boulevard. This road from Riviera to Jupiter will form approximately a 12-mile link in the proposed ocean boulevard from Miami to Daytona.

The progress and faith of the citizens of this section in its future was evidenced by the overwhelming majority cast in favor of the bonds in these sections, and, according to Mayor A. B. Birchard, of Kelsey City, work will commence on the construction as soon as possible. The roads will not only prove of great benefit to those living in the interior who have been practically isolated, but will also enable automobilists to reach the ocean between Kelsey City and Jupiter, which is most beautiful at that spot.

• BELLE GLADE

BELLE GLADE, Jan. 19.—The ground is dry enough to plow and the hum of tractors is again abroad. Planting is well under way, with about the same acreage as last year, although about a month later. School work was resumed at the school house early last week.

The church building is receiving a new roof and bell tower. Rev. Connolly is doing most of the work himself, as the men are all being driven by a rush of farm work.

W. H. Swango and family have moved into the bridge tender's house. Mr. Swango is quite busy these days guiding duck hunters. In the boat "Kissy" he takes a party out on the lake daily. They generally have about their limit of ducks by noon and return to the hotel in time for dinner.

Mrs. J. J. O'Brien and Mrs. Edith Morgan came out last week to meet our ladies and talk over the arrangements for the cut-flower and home garden exchange which Mrs. O'Brien and Mrs. Warburton are starting at Palm Beach. We are all greatly interested, but owing to the flood, will have little to offer for several weeks. Mrs. Morgan spoke of the county fair at Palm Beach next

week but from the same cause we are again handicapped.

Mrs. D. T. Walters very pleasantly entertained a party of ladies, who gathered at her home Saturday afternoon to meet her guest, Mrs. Robt. Campbell of Ypsilanti, Mich.

The dredge Panama has returned to finish dredging around the bridge. It was feared that the dynamiting had impaired the foundation of the latter, and it was deemed best to wait till the water had gone down before removing the rock. On her return down the canal she will dredge the south side, finishing the work as she goes.

You will find something interesting in the advertisements on every page—read them.

GLADES ROAD SYSTEM

Canal Point is one mile closer to Stuart than it is to West Palm Beach. A motorist coming south and bound for the eastern shore of Lake Okeechobee can reach Canal Point and Pahokee on a shorter mileage by way of Stuart and St. Lucie canal than by going to West Palm Beach. Likewise a resident of Canal Point bound for Stuart, Fort Pierce, Vero or other points on the east coast south of Palatka, can reach those points on a shorter mileage by avoiding West Palm Beach.

Write to any of the advertisers in this paper for information about the Everglades.

GLADES WEATHER

Everglades Experiment Station,
Belle Glade, Fla.

Record of temperature, rainfall and evaporation at Everglades Experiment Station during week ending January 24, 1925.

Date	Temperature Max.	Min.	Rain- fall inches	Evapo- ration inches
18	84	59	0.01	0.127
19	84	59	0.01	0.146
20	83	58	0.01	0.160
21	80	58	0.00	0.056
22	80	59	0.01	0.091
23	82	59	0.00	0.080
24	70	60	1.48	0.083

GEO. E. TEDDER, Recorder.

Okeechobee

Record of meteorological observations taken by the undersigned as a cooperative observer of the Weather Bureau of the U. S. Department of Agriculture during the week ending January 25, 1925.

Date	High	Low	Rain
19	82	67	0.00
20	76	64	J.
21	80	57	0.00
22	80	62	0.04
23	73	60	0.05
24	66	60	1.50
25	77	62	1.02

H. P. PETERSON,
Cooperative Observer.

GOOD TO LET ALONE

Commenting on the fantastic proposal that the Everglades Drainage District go into the wholesale water business, the Tampa Times says:

"We cannot say so much for the fourth. If the result of it would be to have the state of Florida or the drainage district go into the water works business it is a splendid thing to let alone. As a broad, general policy the government has no business conducting what is by every token a legitimate private enterprise, though there may arise at times unusual contingencies which would permit the breaking of the rule, if they did fail to fully justify it."

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Surplus - - - - - \$100,000.00

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THE EVERGLADES NEWS

Issued every Friday at Canal Point, Florida, by Everglades News Publishing Co.

HOWARD SHARP, Editor and Manager.

THE CITY AND THE EVERGLADES

In some respects the election of the right kind of a man as representative in the Legislature or chairman of the board of county commissioners or president of the West Palm Beach Chamber of Commerce is of more immediate concern to the people of Palm Beach county than the election of a United States Senator or a president of the United States.

Alfred H. Wagg has been elected president of the West Palm Beach Chamber of Commerce, and this is a selection in which the people of the Everglades section of the county can take as much pleasure as can the people of the county seat. Mr. Wagg went to West Palm Beach as a tourist; for a time he divided his residence and his operations between northern points and Florida, and in recent years has made the West Palm Beach territory the exclusive field of his operations. He knows Palm Beach county in every part and he understands the relation of Palm Beach county to the Atlantic seaboard. Possessed of this knowledge and understanding, the seeming audacity of his policies in real estate developments has really been a program planned with the assurance of certainty. In consequence he has made a good deal of money, the proper reward for his initiative and energy.

His vision takes in West Palm Beach's back country, and he has made his associates see with his eyes what their city can be and how great their profit when the efforts of West Palm Beach through its commercial organization shall have materialized what they have envisaged.

Whatever their formal constitutions and by-laws may say about it, the actual function of Chambers of Commerce is to be scouts and outrunners for their communities—not to deal with the details of routine administrations, for that is provided for by statutes and ordinances; and to conceive, in splendid imagination, enterprises too huge for individual execution and to arouse enthusiasm and to start the people in fine pursuit. What is conceived can be achieved if it is worthy.

The conception of West Palm Beach as a city of population of hundreds of thousands, the metropolis of a district of population of a million, sustained by productive and pleasant labors in a bountiful and happy land, the market and distributing center for a hundred industries, and honoring and rewarding the men whose faith and effort made this possible is a worthy and practical conception.

A highway touching the north, the east and the south shores of Lake Okechobee will be like splendid beams of light, spotlights putting their rays upon treasures not now beheld and disclosing beauties not now suspected. For the building of such highways the West Palm Beach Chamber of Commerce can furnish the inspiration. By the efforts of the Chamber of Commerce canals now clogged can be opened for full flow and the energies of the people of the Everglades released from the paralyzing fear of high water. Its lands drained and its territory served by railroads and highways, sugar plantations in the Everglades can make West Palm Beach to Florida what New Orleans is to Louisiana.

Its millions of acres made habitable, the Everglades can make West Palm Beach the center of the mid-winter trucking industry. When West Palm Beach's back country is on its way to full development, West Palm Beach's city lots and business properties will sell themselves.

The Everglades region is making its way forward, grouping and fighting its way forward. It can arrive at its destiny without help from the outside, but arriving wearied and bittered. Better, though, if it can reach its goal easier and more quickly by aid had from the co-operation of the chief commercial organization in the city it would make its metropolis.

BETTER BUSINESS

All of the several sections of the United States have at their different times had their particular periods of development and growth, and now South Florida is growing at a great rate and business is good and values are high. As South Florida grows, but too farward and will business continue good and values hold their present levels? This question is often asked. The proper answer is that the rate of growth will not be checked and that business will increase and values will rise.

The correctness of this answer can be proved from experiences that are common to all residents of this region.

The outstanding feature of South Florida development at this moment is railroad construction and a part of the general question as to the soundness of the territorial situation relates then to the existence or absence of necessity for the additional railroad facilities that are being provided. This question has been submitted to the best judgments: to conservative financiers, to business experts and traffic managers and to the public commissions which represent public interest—the state and federal commerce commissions—and the answer was that there was necessity for the construction of the new lines. Bankers financed the enterprises because traffic experts certified that the tonnage warranted the investment; thereby the volume of business transacted in this region is to be larger and the business is to be handled more quickly and more profitably. Growth of business instead of checking of business is the prospect for the future.

South Florida is not growing at too great a rate. It is still behind in the possession of facilities for the transaction of available business.

Next to railroads the most important feature of South Florida development is the construction of highways. In-

stead of too many highways being built, there are still too few. The lack of highways was so marked as to justify resort to the primitive expedient of a toll road. Road construction costs are lower in Florida than in the north because here there is no need to make provision against freezing and thawing ground. Leading as a region in which the entertainment of tourists is an industry, the need of roads for tourist travel supplements and increases the need of more roads for use by residents, and despite this and despite the low costs of road construction, many roads are yet to be built. This is a second evidence that development will continue and will not be checked.

Business in South Florida is so good and the prospect of larger business is such as to overcome all of the scruples of a federal administration set upon economy as a policy and bring about the endorsement of applications for federal support in the construction of harbors and other improvements of waterways.

Construction of railroads and highways makes greater the need for speedy completion of drainage enterprises, to protect the capital invested in these transportation facilities.

These are physical matters; more important is the changed attitude of mind toward Florida on the part of residents of other sections of the country. Tens of thousands of tourists to Florida have returned to their homes with descriptions of the state that correct the errors of careless geographers and explode the fables of fiction writers.

It is within the knowledge of every observer that retail establishments are so crowded with buyers that it is hard to get waited on; mails are congested with orders for goods and service—everybody is behind in deliveries. There is more business than is being taken care of. Business will still be good when it is normal. Who would want more?

FREIGHT SERVICE IN THE EVERGLADES

A letter from H. N. Rodenbaugh, general manager of the Florida East Coast railroad, printed in a news section of this issue, reiterates the declaration that the road will be carried on through from Pahokee to Miami and disposes of the story that a diversion of the route to West Palm Beach is contemplated. This question settled, it is now pertinent to speculate upon the effects that are to follow from the extension of a railroad through the Everglades on a north and south line to a harbor on the Atlantic ocean.

Confession of the inadequate nature of the transportation services now available to shippers of the upper Glades makes a proper background for speculations on the conditions that are to exist hereafter. The present services are on Lake Okechobee and canals of the drainage district and trucks on a toll road and an unfinished public road, the major part of the freight moving on the lake. The heaviest movement of freight in and out is in the winter months, in a time when Lake Okechobee is boisterous. There is no certainty that a freight boat can make the passage. Within the past week the small boat missed putting in at Pahokee Friday and Saturday; communities four miles apart were without mail communication for three successive days. Sinking of boats loaded with freight is not so uncommon as to excite surprise. The route between Canal Point and Moore Haven is circuitous, the distance to Okechobee is more than half the extreme length of the lake and the trip involves also the passage through crooked Taylor creek. As transportation is bad, so is communication; for the lack of a road between Pahokee and Hillsboro canal prevents satisfactory maintenance of the telephone line.

The general understanding is that the Okechobee-Miami line of the Florida East Coast railroad will be given over largely to through freight between Cuba and Jacksonville. The theory is that it will relieve the main line on the coast of some of the freight trains and allow its use for more passenger trains without delays now caused by the volume of freight business. As the main line is being double tracked it is clear that the Florida East Coast railroad will be in position to handle all classes of freight expediously. Railroad service will be a great improvement over boat service.

Despite the lack of transportation thousands of acres of land on the south and east shores of Lake Okechobee are cultivated and more has been cleared and prepared for planting. Bad as the situation was, a large acreage was planted, regardless of whether the Florida East Coast railroad was to be built or not. With the railroad in the cultivated areas will be expanded. We suspect that the local tonnage will exceed the estimates of the railroad's traffic officials. Almost as important as the railroad will be the telephone line, by means of which shippers can get information as to market conditions and avoid the errors in routing which now cause heavy losses.

With Miami harbor as an outlet, general farming can be engaged upon as never before, for the short haul to Miami and the low water rate will permit the production of staples that formerly were forbidden by the difficulty in getting bulky freight to a loading station. The railroad will make a new "Empire of the Everglades."

France, which condemned Bolshevik Russia for repudiating the debts of the Czarist regime, cannot well repudiate her debt to the United States. It is not true that the United States does not need the money. When the post office department cannot get appropriations for maintenance of service on the historic American basis, the nation needs money badly enough to warrant the pressing of France for payment to reimburse us for what we did without during the war.

Welcome, Florida East Coast railroad and Seaboard Air Line into the Everglades Drainage District. Here's hoping you won't get flooded out.

Possibly the reason Florida voters waive a chance to collect inheritance taxes is that in this salubrious climate it takes a long time for anybody to die.

IN LIEU OF GOLF

The Editor's Own Column

As a business proposition and not as an expression of vanity there is printed below a letter from the editor of the Collier County News. Advertisers may take note of the standing The Everglades News has attained and recognize that the paper is accorded a distinct place. It is the practice of the secretary of the Miami Chamber of Commerce and the West Palm Beach Chamber of Commerce to refer persons who inquire about the Everglades to The Everglades News. Several county officials in South Florida do likewise.

The letter to which reference is now made and which is typical follows:

"Everglades, Fla., Jan. 18, 1925.
"Mrs. Mary E. Newcomb, 4606 Melbourne, Hollywood, Cal.
"Dear Madam: We have your letter of the 7th in which you state you are very much interested in the Everglades section of the state and desire information as to the newspaper which gives news about the Everglades.

"While we would be delighted to receive your subscription for our paper, we do not believe it would give you any particular news about the Everglades in which you would be interested.

"We would suggest that you subscribe for 'The Everglades News,' published by Howard Sharp at Canal Point, Fla. The subscription rate is \$2 per year and that paper comes nearer giving the truth, the whole truth and nothing but the truth about Everglades lands than any paper I know of. I am enclosing a copy of the Collier County News and also a copy of The Everglades News. Yours truly,

"D. W. McLeod, Editor."

The letters I receive disclose that The Everglades News is a factor in Everglades affairs. The paper has readers far in excess of the number of its subscribers, its articles are read in the editorial offices of hundreds of newspapers in Florida and by many members of the legislature, and more than that the paper has the staunch support of the residents of the Everglades.

Where were Glenn V. Scott, the assistant state engineer, and Mr. Giles, the tender of the West Palm Beach spillway, the latter part of last week? Were they in West Palm Beach and did they pay any attention to the level of the canal? West Palm Beach canal at Canal Point was at elevation 14.9 feet Thursday, January 23, and it was at elevation 16.6 feet the following Monday morning. What the consequence of this is discussed elsewhere in this issue. The table of lock-tenders' reports shows height of water at the east end spillway as 4.2 feet January 17—note with interest what its level was a week later. Mr. Scott's chief, F. C. Elliot, has his office at Tallahassee and does not know what happens in the district until it is reported to him, and there is no telegraph or telephone service between the Canal Point spillway and Mr. Scott's office in West Palm. In consequence both the chief and the assistant are out of touch with important happenings in the district. And rain and the level of the canal are important.

It is unpleasant to have to complain about the actions of Mr. Elliot and Mr. Scott, with whom I long had the pleasantest possible relations, but I cannot do otherwise when they persist in courses that are destructive to my business and the business of my patrons. I have never agreed with the oft-stated view that "Elliot and Scott are trying to drive farmers out of the Glades," but it must be said that they are doing very little to keep farmers in.

M. S. McCracken, elected last November to be representative in the Legislature from Palm Beach county, was asked several months ago to visit the Everglades and see the effects of the October flood. If he did visit the eastern shore of the lake I have not heard of it.

TO THE Members of the Chamber of Commerce, Bankers, Real Estate Men, Newspapers and Other Public Spirited Citizens of West Palm Beach:

What would it mean to you if the hundreds of thousands of visitors now in Florida could return to their homes in the north and distribute the news that bonds had been voted to complete the Palm Beach-Fort Myers Boulevard, the cross-state road by way of the south shore of Lake Okeechobee?

You have seen the magnificent result of the opening of State Road No. 8—the rise in the price of acreage on the route of the road, the large investments in the land served by the road and the constructive work it brought about. This was in another county. Think of what can be accomplished by the completion of a similar road in your own county.

What would it mean to you if in addition to the present traffic hundreds more automobiles carrying money-spending tourists than now visit West Palm Beach rolled into your fine city? A new cross-state road at the end of the lake will bring them.

What would it mean to you if hundreds of prospective buyers of farm lands and makers of homes rode in daily procession through your back country and had opportunity to see the rich black soil of the Everglades?

We are addressing these questions and this appeal to you in the hope that you will permit us to co-operate with you in the accomplishment of a great thing—the completion of a cross-state road by the improvement of Belle Glade road and its extension to the west line of our county and the construction of lateral roads.

Our interest in this is deep; we believe yours is as great as ours, and this conception of identical interests and desires makes us believe we do not give offense when we ask your attention, for ours is a tender of co-operation as well as a plea for an action on your part.

Land in the western part of Palm Beach county pays its share of taxes for the redemption of the bonds issued for the construction of Dixie Highway; it is taxed for the inlet, and it is taxed for the maintenance of roads and schools. No part of the money derived from a county road bond issue has ever been spent on roads in the Everglades.

There is pending now a proposal that bonds be voted in Special Road and Bridge District No. 11 for the completion of the cross-state road and the construction of lateral roads to serve communities on the eastern and southern shore of Lake Okeechobee. This district is an enlargement of the boundaries of Special Road and Bridge District No. 6. Bonds voted in District No. 6 were exhausted by the construction of the road from Military Trail to Loxahatchee Farms. Money from bonds that were voted in Dis-

trict No. 11 was used (\$190,000) to make the roadbed of the Belle Glade road and for bridges and for Lake Worth road.

About 17 miles of road is yet to be constructed to connect the Belle Glade road with Hendry county's road system. The road between Canal Point and Pahokee is almost impassable. There is no road from Pahokee to Hillsboro canal—Chosen and Belle Glade. Towns at the south end of the lake lack connecting roads.

Relying on representations that the Palm Beach county section of the Palm Beach-Fort Myers Boulevard would be constructed, bonds have been voted in Lee county, Glades county and Hendry county for the construction of connecting roads and work is under way on these roads.

Absorbed in the activities of the tourist season you may not have in mind that the Florida East Coast Railroad is being extended along the eastern shore of Lake Okeechobee. Existing towns on the route of the road will be increased in population largely and new towns will be established. The western part of your county—our county—is at the same stage the eastern part was 15 years ago. What Dixie Highway did for West Palm Beach, the new cross-state road by way of the south end of Lake Okeechobee can do now. This road will enrich you beyond your dreams.

Moore Haven, on the western shore of Lake Okeechobee has come back—its problems have been solved and its difficulties overcome. You can bring it into your trade and banking territory. Clewiston is to be made a considerable city; developed by St. Louis capitalists it can send you a stream of Western wealth that you have not yet touched. You can connect Tamiami Trail with Dixie Highway by way of West Palm Beach if you will, and take the fruits of DeSoto county's million dollar expenditure for new roads.

This country is in a formative stage, habits are not yet set. Do not take chances on rivals' getting what is yours by right.

The election for road bonds in District No. 11 has not been called. It cannot be called until 25 per cent of the qualified voters have signed a petition for an election. The great majority of voters are in West Palm Beach and Lake Worth. We beg of you to see that the petitions are signed and presented soon, in order that the election can be held before the end of the tourist season and that tourists can return north with fresh proof of the progressiveness of West Palm Beach and added certainty that it will have the growth which will give the expected profit on their investments.

Early-Day Explorations of the Everglades

The first recorded explorations of Lake Okeechobee were made in 1874 and 1874, both under the patronage of the publication "Forest and Stream." The first was made by F. A. Ober, who was described by the editor of the magazine as "a young naturalist from Massachusetts, possessing all of those qualifications indispensable to the accomplishment of its object which are so rarely found in combination, viz., physical toughness and endurance, pluck, push, dogged perseverance, a thorough knowledge of woodcraft in general and of so much of this portion of Florida as he had acquired by previous trips, skill with canoe, rod and rifle, and an intellectual acquaintance with drawing, photography and natural history." He was absent four months. Ober's articles for the sportsman's magazine were signed "Fred Beverly." His final and successful effort to get into Lake Okeechobee was made by way of Kissimmee river.

The second expedition occupied the winter of 1874 and the spring of 1875. It covered the whole of southwestern Florida and was under the charge of Dr. Charles J. Kenworthy, an old campaigner in many foreign countries and then a resident of Jacksonville.

Ober thus relates his first attempt to reach Lake Okeechobee: "Lake Okeechobee is almost as little known now as it was one hundred years ago, when it reigned in the name of Mayaco. Then, everything mysterious and inexplicable was referred to Lake Mayaco. The source of the river St. Johns, even now unsettled, was said to be there. Another river, the St. Lucie, had its rise there, and strange tales were told of the wonderful lake by a Spanish captive, who reached it by this river. The wonderful sacred culture of Barttram, so vividly described by that naturalist, was said to be a resident of Okeechobee, and hasn't been seen since its first description, a century ago. With a few exceptions, during the Seminole war, Lake Okeechobee has not been visited by white men. There is no portion of our great western domain of the same area to be completely unknown to us. There the Seminole is said to have his best plantations and choicest hunting grounds. In the secure fastness of the Everglades he may bid defiance to our largest armies and laugh at every effort to secure him."

When I found myself within six miles of the great lake, I thought that I should soon penetrate the dark belt of cypress that surrounded it; all I had to do was to follow the shore and I should be in its mysterious shores. I had the promise from my Seminole guide that he would fetch me to the shores, and another sun had set. With every precaution, the morning agreed upon I sought my guide. To my surprise he refused to go, alleging, as his only reason, that Tiger wouldn't let him. All my persuasions were useless. Offers of revolver, bowie knife, and money were alike unavailing. Tiger was chief in the head chief's absence and could not be disobeyed. The reason of Tiger's veto, as I afterwards ascertained, was that I had not counselled him first, and he felt affronted. As last, a happy thought struck me. Would he go within a mile of the lake? Yes, he would do that, and we were soon on the trail leading westward. We passed through a small settlement of shanties the inhabitants of which had gone on a hunt, leaving all of their household goods stored away beneath the palmetto thatch. Over the broad prairies we traveled without seeing any indication of life, and through pine barrens without a single animal visible; all had been killed, probably by the Indians. Soon we left the dense swamp that circled the edge of the piney woods and struck a wide stretch of prairie extending north and south as far as the eye could reach. West we could see the tall cypress said to border the lake. Just as we reached a little clump of palmettos, about mid-way the prairie, a thunder storm burst upon us. For an hour the flood came down, and drenched us and our goods, although we were covered with the broad leaves of the palmetto.

Soon it was over and the sun came out, and there was a solemn roar like the roll of the sea, coming from the west. I knew without explanation what it was. It was the breaking of surf upon the shore of Lake Okeechobee. So near, yet likely to remain as unnamed though I was a hundred miles away, for my Indian guide refused to go further and to seek a trail was an almost hopeless task. No present would tempt him, no amount of persuasion move him. So we left him to return to his camp, and pursued our way toward the north.

An Unsuccessful Effort. It was after this unsuccessful effort to reach Lake Okeechobee from Jupiter that Ober went north and found the

Kissimmee river, which he followed to the lake. It was a thorough exploration and wrote the first correct and concise description of it.

Dr. Kenworthy approached the lake by way of Caloosahatchee river, of which he gives the following account:

The annual rainfall of Southwest Florida is about 65 inches, but during the year 1874 the amount was a fraction over 31 inches. In consequence the river Caloosahatchee was nearly 2 feet lower than ever before known. Under ordinary conditions the river can be navigated to the rapids by a sternwheeler with a light draught of water. Above the Caloosahatchee telegraph station the wanderer can at all times fill his frying pan with luscious trout (bass).

As we were anxious to reach the rapids at Fort Thompson, the rising sun found us moving. Harry was aft, using the setting pole, and Frank and I manufactured an ashken breeze. Then we ascended the tortuous channel until night. Soon after camping we fancied we heard a dog bark, and as we were anxious to ascertain our whereabouts, to attract attention I discharged my revolver. We listened but no answer was returned. Early next morning my attention was attracted by the cracking of brush, and on looking shoreward I noticed a white man peeping through the bushes. I hailed him and on inquiry ascertained that his name was Gross, and that he had recently settled on a point a short distance above. He stated that he had heard the report of our firearms, but fancied that "it was the accursed Indians shooting," and in consequence he had not slept during the night. He expressed it as his opinion that "they would rise and that another Indian war was in prospect." Our visitor informed us that the Indian camp at Fort Thompson was distant three miles by land and nine by the course of the river. We made our friend good by and applied our muscles to the oars and setting pole. He preceded us by land and unwise informed the Indians that some white men were coming up the river, armed with sixteen-shooting guns, with the intention of exterminating all the Indians about Lake Okeechobee. At 9 a. m. we grounded the bow of the boat Spray on the northern bank of the river, below the falls. A few minutes later we discovered four Indians approaching, armed with rifles and long butcher knives. From their manner we judged that there was "screw loose in their celestial machinery." As they neared the boat I landed and shook hands with all. To my surprise they manifested sullenness and an indisposition to be friendly or communicative. Soon after a squaw and several young females approached to whom I presented ear-rings, beads and tin snuff, and on per half an hour's sets. These presents exerted a happy influence and the masculine Indians expressed a wish to inspect our firearms. We exhibited our breech-loading arms and ammunition, which seemed to surprise them. All seemed to be new to them and they expressed their surprise by remarking, "Indian's rifles hohywas" (no good).

An examination of Drew's and Colton's maps will show a large lake existing at Fort Thompson and another some miles east, named Lake Okeechobee. These bodies of water exist only in the imagination of the map-makers. As far as Southwest Florida is concerned, maps are to a great extent unreliable and calculated to mislead tourists. Fort Thompson was a large and important station during the Indian war, but at present only a few decayed stubs exist to indicate where a stockade once protected scores of valiant men. Surrounding the falls a rich prairie of 500 acres exists, covered with a luxuriant growth of succulent and nutritious grasses—the site of a lake, according to the unreliable map-makers. We instituted many inquiries of Indians, settlers and cattle drivers regarding Lake Okeechobee but all scouted the idea of its existence. The river has worn a passage through the hard superficial layer of rock at this point, forming the rapids or falls of the Caloosahatchee river. We found the water to fall about 20 feet in 200. The channel at the rapids is about 15 feet wide, and within a few inches of the surface we discovered numerous sharp-pointed rocks, over which we found it impossible to drag the Spray to the deep and smooth

We noticed an Indian dug-out (canoe) above the falls and at once visited the Indian camp to make arrangements for an exploration of the river above the falls but by signs and words we were informed that canoe belonged to a medicine man; he gone Big Cypress; Indian no use him canoe. In the afternoon we were gratified at seeing the face of a white man and found that our visitor was named Carlton who resided about two miles north of the fort. He kindly volunteered his assistance and assured us he would have two more recent settlers aid us. In the evening one of the Indians named Jimmy, visitell us and we were arranged with him to take the medicine man's canoe and paddle up the river. Early on the morning of January 1, in company with Harry and Indian Jimmy I commenced an examination of the river above the falls. We had not proceeded over a quarter of a

mile before we found a channel averaging 60 feet wide and 6 in depth. My imagination painted a channel leading into Lake Okeechobee and that I should be favored with a view of this body of water. But disappointment was ahead. We had barely proceeded three miles when we found the channel to end in a broad expanse of sawgrass. Pocketing our disappointment we turned the bow of our canoe campward.

On our return we found Mr. Carlton and his two friends ready to assist us but as we had found we could not get to Lake Okeechobee by having our boat Spray carried around the falls, we politely declined their assistance. Mr. Carlton had a yowwaw with the Indians and ascertained that they had three canoes at Old Fort Center, on Fish Eating Creek.

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J.R. Poland

W.H. Vann

We Know That These Are THE BEST PROPOSITIONS IN THE EVERGLADES AND ARE BARGAINS

and that the Buyers will Make Money and will Advertise Us and
Buy Again Through Us, hence this Announcement

\$12,000 Will Buy

14 acres of muck land and 240 feet of lake front lots. If you understand how good this is you wouldn't hesitate a minute to grab it. The only reason some one in Canal Point or Pahokee hasn't taken it is that all of the residents are financing other land purchases and their spring crops. With a good crop this spring and plenty of money, residents will take the whole property if it is cut into lots and acres tracts at a price that will make the buyer a big profit quickly.

150 FEET LAKE FRONT and 2 ACRE MUCK LAND FARM

The 150 feet frontage on Conners Highway is a mile north of Canal Point; the farm is back of the lots in the muck. This ridge-lot and muck land combination is a popular one with residents of that locality. The price is \$4,500.

LAKE FRONT SECTION OF 640 ACRES, SOUTH OF PAHOKEE

On the route of the county road to Belle Glade and the Florida East Coast railroad extension. You may not be able to see the value of this section now, but when in a year or two it is valued at a thousand dollars an acre you will wish you had bought it. It is rich elder and custard apple land, fit for any kind of vegetables or fruit trees. It deserves to be divided into 5 acre tracts in order that farmers who want land can have a chance to buy. The price is only \$125 an acre, one-fourth cash, balance in 1, 2 and 3 years.

LAKE FRONT SECTION

OF 640 ACRES, 3 MILES NORTH CANAL POINT

This is the only full section of land on Conners Highway from Canal Point to St. Lucie canal that is for sale at any price. The distance between these points is nine miles; W. J. Conners owns four miles of it. It is the best part of the entire eastern shore of Lake Okeechobee. Twenty dollars a front foot is asked for unimproved lake front less well situated. As a subdivision for homesites on the front and truck and fruit farms on the back it is the best value in all Florida. This section can be had for \$500 an acre, one-fourth cash, balance in 1, 2 and 3 years.

Right at Canal Point

15 and one half acres in the section north of Canal Point with 300 feet on Conners Highway. \$18,000, \$5,000 cash balance in five annual installments. Under favorable conditions enough vegetables can be sold from this farm the first year to pay for it.

10 ACRES AT \$200 AN ACRE 40 ACRES AT \$375 AN ACRE

These are good farm tracts, one is a bit better than the other, hence the difference in price. Suitable for bananas or avocados as well as excellent for trucking. Vegetable crops that hit the market right will pay for either or both in one year.

QUARTER SECTION—160 ACRES

between Belle Glade and South Bay. Custard apple soil. We have said that all of the items listed here are bargains—there is no better buy anywhere than this at \$160 an acre. But the price will be raised if the owner has to hold it and farm it himself.

Everglades Realty Co.

J.R. Poland

CANAL POINT

W.H. Vann

Okeechobee City Lots and Acreage

Canal Point Lots

BUTLER, BARNETT & TAYLOR
Civil Engineers And Surveyors
Citizens Bldg.
WEST PALM BEACH, FLA.

FOR
LAND CLEARING
SEE
C. T. O'NEEL
CANAL POINT, FLA.

FERGUSON
Undertaking Co.
410 Dutura St.
West Palm Beach

Twentieth Century
Business College

Exceptional Secretarial, Shorthand,
Bookkeeping, Business and English
Courses. Special department for
educated women. DAY and EVEN-
ING.

Phone 230.
Opposite City Hall,
West Palm Beach

FLORIDA EAST COAST RAILWAY

(Flagler System)

CONDENSED SCHEDULE

Effective Dec. 2, 1924.

For further information see the
Ticket Agent

Departure from West Palm Beach

Southbound

No. 85 Coaches-Sleepers 1:25 AM

No. 37 Coaches-Sleepers 3:50 AM

No. 39 All Pullman 8:00 AM

No. 41 Coaches-Sleepers 9:15 AM

No. 33 All Pullman 7:15 PM

No. 29 Coaches and Parlor 9:30 PM

Northbound

No. 86 Coaches-Sleepers 1:25 AM

No. 30 Coaches and Parlor 7:50 AM

No. 36 All Pullman 9:45 AM

No. 42 Coaches-Sleepers 1:10 PM

No. 38 Coaches-Sleepers 7:20 PM

No. 40 All Pullman 9:50 PM

J. D. RAHNER,

General Passenger Agent.

BAD EYESIGHT
Many disastrous accidents
might have been avoided if
proper care and attention had
been given the eyes. Let us
provide your glasses and you
will avoid much trouble.
JEROME J. RAMSDALL,
Opt. D.
109 S. Poinsettia
West Palm Beach

JONES FURNITURE CO.

820 Lake Ave.,
LAKE WORTH

We guarantee to save you from 10
to 20 per cent on all Furniture and
House Furnishings.

We carry a full line of everything.

M. F. MEYER
CONSTRUCTION CO.

**GENERAL
CONTRACTOR**
ROADS, BRIDGES
AND DRAINAGE

401 Citizens Bank Bldg.
West Palm Beach, Florida

NOTES OF A TRIP ACROSS THE LAKE

Random Observations
Made at Clewiston
and Moore Haven

SHORELINE BEAUTY

What Farmers Are Do-
ing and How and
What They Ship

By Howard Sharp
There is beauty in the Ever-
glades; if it cannot be seen in
the daytime, certainly it can be
seen at night for "Night has
beauties the day can never re-
veal." Returning Thursday
night of last week on the mail
boat from a quick trip to Moore
Haven I noted as I had never
noted before the shore lights be-
tween Bacom Point and Pahokee
which proved the existence of a
considerable population in that
section—more occupied houses
than would be noted on a ride
along the road. As Pahokee was
approached the town looked like
a casino on an ocean beach.
Never forget the shores of
Lake Okeechobee will soon be
dotted with homes. The railroad
does run on the lake front at
Canal Point but there is lots of
room elsewhere, enough room
for hundreds of dwelling houses.
Then what a scene it will be!
Sunset, twilight, moonlight—
these following cloud-groupings
grandier than mountains, these
above and on the water, and as
to the landscape—"Cabbages
are beautiful," as the young
schoolteacher says in Edna Fer-
ber's latest novel, "So Big."

Unless the heavy rain, this
week spoiled the picture, the
cabbages at Moore Haven are
looking well. Cabbage was a
good crop at Moore Haven last
year, and seemingly some grow-
ers are playing for a repeater.
Jimmy Green has in a tomato
crop on land that the Moore
Haven & Clewiston road runs
through as it approaches the
town. No beans were observed.
Mr. Green had plowed his land
and spotted the tomatoes, leav-
ing unplowed land in between
the weeds to be plowed out when
the tomatoes are cultivated.

Julian Walden and Rob Wal-
den are farming 125 acres of the
A. C. Clewis land at Liberty
Point and McBride & Babers 100
acres. I was told W. B. Young
has 150 acres of tomatoes at his
Moore Haven place and 100 acres
at Clewiston. His method is
more thorough than Mr. Green's.
With a middle-buster on an
Oliver plow drawn by a tractor,
he follows this with a Clark disc
and behind this is the seeder, no
grass being left in the field. Ten
acres a day is handled by this
method. The costs are thus
figured: 20 gallons of kerosene
at 16 cents a gallon; one gallon
of oil at 50 cents; hire of tractor
driver, \$3.50, a total of less than
a dollar an acre.

E. L. Stuart and his share-
cropper, John Henry Williams, a
negro well known in the Moore
Haven-Clewiston district, have
shipped beans to a total amount
of a car load. He has a large
percentage of tomatoes on Clewis-
ton Development Company land.
W. C. Hooker has 125 acres
some of it in beans and peas
with more tomatoes to come.
Tom Betha and Jim Matson are
other men who are farming at
Clewiston.

A. Peterson, who farms at
South Bay with P. E. Good-
bread and buys vegetables at
Clewiston, told me that John
Selonski, an Italian trucker at
South Bay, had made sale of a
croti many English peas at \$6 a
hamper. Although water is still
high around South Bay, a nor-
mal acreage will be planted, land
near the lake and newly-cleared
land taking the place of that
which has not recovered from
the overflow.

The south end of the lake evi-

dently is in better shape than
the eastern shore. At the Clewis-
ton depot I noted shipments
of beans made by P. E. Good-
bread and D. F. Hutchison of
South Bay, peppers by William
Snow, eggplant by O. Van Horn,
and beans by E. M. Stevens, P.
H. Friedman and J. R. Leather-
man of Chosen.

Trucking is a better propo-
sition than citrus 10 to 1, Mr.
Peterson declares, basing the
conclusion on his experience
with a grove in Manatee county
and a truck farm in the Ever-
glades. Manatee ships early cit-
rus, so the comparison is a fair
one. "You get only one crop of
citrus and you get two or three
crops of vegetables and there is
always a good market for veg-
etables somewhere," he says. Mr.
Peterson is putting out some
avocado trees at South Bay.

Clewiston people feel quite
sure that all or most of the veg-
etables grown at the south end
of the lake will be shipped
through their town. They in-
sist that the A. C. L. can give
better service than the P. E. C.,
arguing that shipments on the
P. E. C. have to go into Jack-
sonville and are held up while be-
ing switched to connecting roads
whereas A. C. L. trains are made
up at Moore Haven and shot
right through without having to
go through Jacksonville. They
say that vegetables loaded at
Clewiston will be leaving Way-
cross while cars loaded at Canal
Point will be laying in the yards
at Jacksonville. If this is the
case I suspect that growers on
the eastern side of the lake will
try to work out an arrangement
with the F. E. C. by which they
can get service equal to that ren-
dered by the A. C. L.

NO GREAT PROBLEM TO STOP OVERFLOW LAKE OKEECHOBEE

Continued from first page

tion was 17 feet at the end of
the rainy season. The quantity
of water that can be stored in
a space four feet deep over an
area 35 by 40 miles is greater
than the difference between the
discharge of the river and the
discharge of a canal of certain
capacity.

It is not a difficult job to
figure, on this basis, what the
size of the canal would have to
be to discharge from the lake in
eight months as much water as
the river put into the lake in six
months, allowing the margin of
storage capacity in the lake to
take care of the difference be-
tween what the river brought in
and what the canal took out.

St. Lucie canal is the canal
which is to control the level of
Lake Okeechobee. Its size is
such that it can do it when it is
completed and if its operation
is looked after properly.

You will find something interesting
in the advertisements on every page—
read them.

DECLINE TO GIVE NAME OF STATE LAND BUYERS

TALLAHASSEE, Jan. 21.—Trustees
of the internal improvement fund
brought over for consideration today
business not completed yesterday
at their regular weekly meeting, and
passed on several proposals concerning state
lands. Among these were:

Sold 40 acres of land in Orange county
at \$50 an acre. The land office de-
clined to give the name of the purchaser.

Took under consideration an offer of
\$200 an acre for 640 acres of land in
Dade county.

Received an application for the pur-
chase of 7000 acres of Citrus county
land, but declined to dispose of the
tract. No specific figure was named.

Turned down an offer of \$15 an acre
for half a section or 320 acres in High-
lands county, and also declined an offer
for another 320 acres in Dade county.

Declined an offer of \$300 an acre for
14 acres in Manatee county.

You will find something interesting
in the advertisements on every page—
read them.

PLANS APPROVED FOR DRAINAGE AT CLEWISTON

"Sugarland" District of
43,600 Acres In
Hendry County

FINANCE NEWHALL

Commissioners Let 17-
Moore Haven Job to
Bert Woolf

TALLAHASSEE, Jan. 21.—The Ever-
glades drainage board at a meeting
today postponed until a future date
consideration of two modified bids sub-
mitted for excavation in deepening and
widening of the North New River canal
from near Fort Lauderdale to the north
boundary of Broward county. At the
same meeting the board adopted a
resolution awarding a contract to Bert
L. Woolf for the building of ditches,
canals and levees in the area surround-
ing Moore Haven, at a cost of \$17,000.
The work it was said, includes the most
important part of that necessary to
drain the Newhall drainage district.

The board also entered into formal
agreement with the Newhall district
for financing the work in accordance
with an understanding reached some
time ago when the board agreed to fi-
nance the work until the district could
get on its feet.

This, it is said, set a new record for
beginning work in a drainage district.
The Newhall district had been cre-
ated less than four months ago.

Plans for the reclamation of the
Sugarland drainage district, consisting
of 43,600 acres in Hendry county, be-
tween Lake Hicpochee and Lake Okeechobee
were submitted and approved by
the board. The next step in this dis-
trict, it was said, will be submission of
taxing and financing plans for the ap-
proval of the board.

A MID-STATE HIGHWAY

Extension of a road from St. Cloud
to Okeechobee will be a link in a mid-
state road. A Broward county road on
the bank of North New River canal
will be another link. Construction of a
road from Canal Point to South Bay
will nearly complete a mid-state road
from the Georgia line to Fort Lau-
derdale.

A COTTAGE IN FLORIDA

Social standing is helped by owner-
ship of property in Florida. The man
who has "a cottage in Florida" is on a
higher social level by reason of that
ownership. There is no region where
land can be bought so cheaply and made
to be of so much service in advancing
social position and economic indepen-
dence.

ALL LAKE TOWNS TO BE LINKED BY F. E. C. RAILROAD

Continued from first page

line between Okeechobee and Canal
Point, one at St. Lucie canal and the
other at West Palm Beach canal. The
St. Lucie canal bridge consists of four
deck girder approach spans and one
vertical lift through span, the through
span having a clearance of fifty feet.
The total length over all is 202 feet.
The substructure of this bridge is com-
pleted and the steel will be erected
within the next month.

"The West Palm Beach canal bridge
consists of two deck girder approach
spans and one vertical lift through
span, the through span having a clear-
ance of 50 feet. The total length over
all is 141.3 feet. It is practically com-
pleted, except for a few finishing
touches.

"The line is laid with seventy-pound
rail on type cross ties. Waterspans,
except for the two bridges mentioned
above, are provided for by trestles or
reinforced concrete piers. The trestles
are of creosoted material. The con-
struction of the roadbed from Okeechobee
to Canal Point station will re-
quire the handling of approximately
450,000 cubic yards of earth and rock,
part of which was secured from borrow
pits adjacent to the embankments, and
part from the spoil bank along the St.
Lucie canal. A combination freight
and passenger station 30 feet by 80
feet, of frame construction on piling, on
the north end of the Commerce farm at
Canal Point is now nearly completed.

"Rail is now laid to a point two miles
north of Canal Point and the work is
being rushed to completion. The con-
tinuance of the prevailing high level
of Lake Okeechobee has delayed pro-
gress to some extent as several thous-
and yards of grading, which had been
placed in the roadbed both north and
south of West Palm Beach canal prior
to the flood, was eroded and washed
away, necessitating replacement under
most disadvantageous conditions. How-
ever, a large part of this material has
now been replaced and work trains are
operating from the spoil bank at St. Lucie
are hauling in material daily to replace
the balance."

SCHOOL BOARD FAVORS VOCATIONAL TRAINING

WEST PALM BEACH, Jan. 23.—
Rev. Wm. Jesse Thomas and Mrs. W.
A. Adams, a committee from the civic
clubs of Canal Point, appeared at the
regular meeting of the county school
board yesterday and urged the mem-
bers to take steps looking forward to
the establishment of the Smith-Hughes
agricultural and vocational training
school at Canal Point. The school
board went on record as favoring the
plan, which has been under considera-
tion for the past six years.

"GROWING AVOCADOS AS USUAL AT SOUTH SHORE FARMS, ON THE SOUTH SHORE OF LAKE OKEECHOBEE."



EIGHTEEN MONTHS OLD AVOCADO GROVE, LULU VARIETY.

Photo taken November 4th, 1924.

SOUTH SHORE FARMS CO.,

RITTA, FLA.

SEBRING, FLA.